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MODEL CAR *Science*

MARCH, 1970

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"BRICK" BUILDS A
"WILD WILLYS"
DENNIS DOTY'S
"PHARMACY FLYER"**

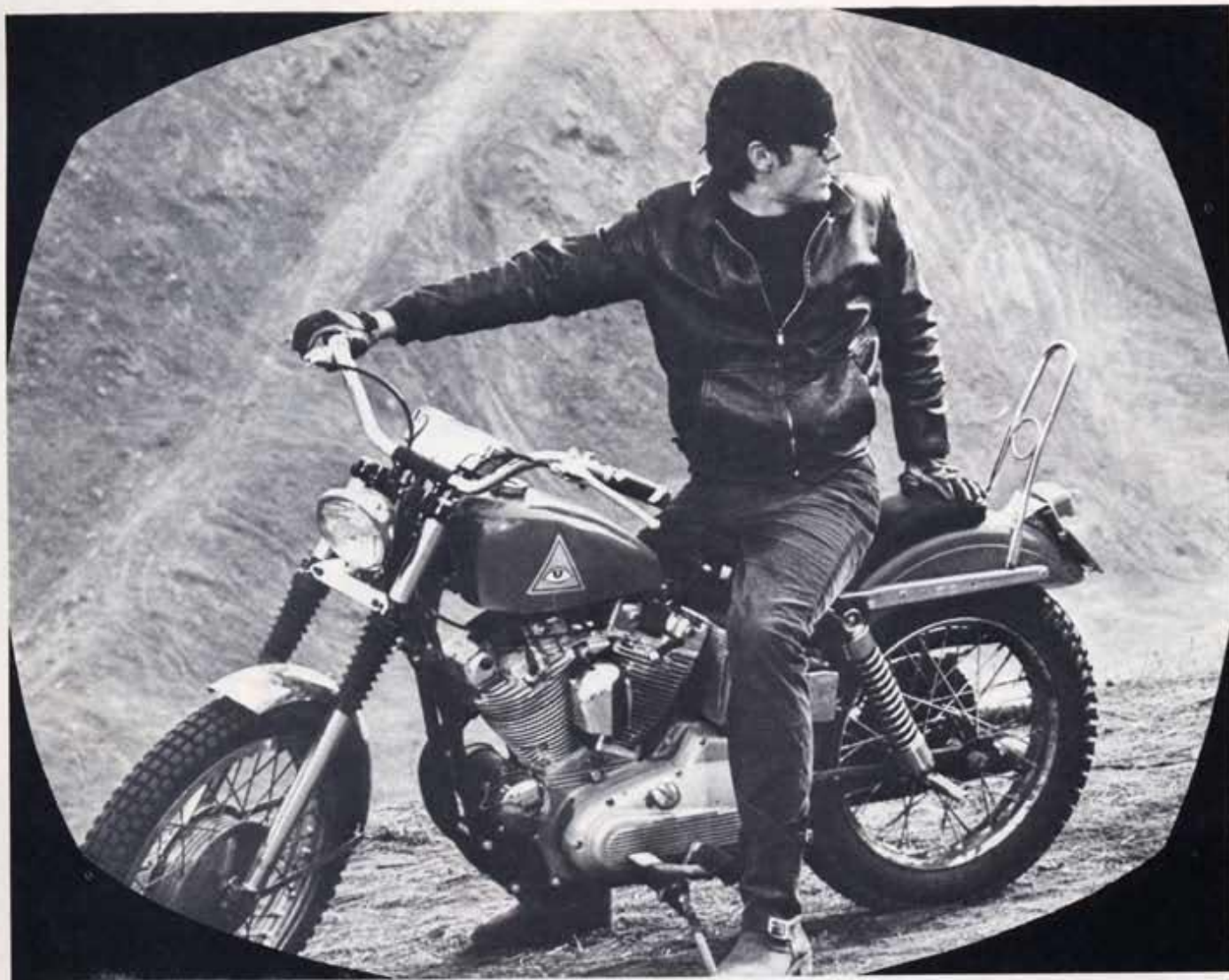
IN THIS ISSUE:

**SCALE PLANS - CHAPARRAL
2-H CAN-AM CAR**

**FIRST LOOK - WILD
"TYCOPRO" H.O. CARS**

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MODEL CAR *Science*

MARCH, 1970

VOLUME 8, NUMBER 3

TABLE OF CONTENTS

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MESAC MYSTIQUE	16
The world's most ambitious club	
THE PHARMACY FLYER	26
Way-out drugstore delivery truck	
TYCO'S TERRORS	32
First look at HO's newest winners	
SCALE PLAN SERIES	38
The 2-H Chaparral	
SIXTH MCS USRA ROAD RACE	50
Steube takes the championship — again!	
E-X-P-A-N-D	56
... your home track, that is — it's easy!	

REGULAR FEATURES

MODEL MAIL	4
QUESTION SESSION	36
MODEL OF THE MONTH	44
THE HOME LAYOUT OF THE MONTH	54
SMALL STUFF	59
NAMRA WORLD	60
THE AMERICAN COLLECTOR	64



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4/Model Car Science

Model Mail

YOUR WISH GRANTED

I've heard rumors of a new H.O. car from Tyco. Is this true, or are my buddies pulling my leg?

Jerry Smith
Ft. Lauderdale, Fla.

They weren't fooling, Jerry. Check page 32 for Tyco's new H.O. cars. They're nothing short of outstanding!

SURE WE'RE INTERESTED!

I'm the president of the local H.O. club. We're building a six-lane track, approximately 35' per lap, using the Dremel router and particle board. We are wondering if your magazine would be interested in doing an article on the track and/or how to build it. There should be quite a bit of interest in this type of article, because we're planning on making the track for less than \$50. This would put the track well within the reach of a ten member club.

Joseph Hodgson
Barron, Wis.

You bet we're interested in doing an article on it, Joe! Just take step-by-step black and white photos as you build, and send us the finished photos and a description of what you did. We're sure others will be interested, too. We've been advocating club tracks for a long time. We'll be waiting, and good luck.

THANKS, AND A TIP

I'm writing this to thank you for putting out such a great model car magazine, and to offer a few model building tips. First of all, I think everyone should know that they can order individual items directly from AMT. Write for an order form. You can get things such as bodies for 50 cents, interiors for 20 cents, windshields, upholstery, chrome sets, decals, and lots more. (Editor's note: Write to AMT, Dept. MCS, 1225 Maple Road, Troy, Michigan 48064. Include a long self-addressed stamped envelope.) Next, modelers with space problems can get some relief by mounting their models on pegboard, placed on their walls. I can get about 30 models on the pegs of my pegboard. This way you can see the chassis and the body, too.

Keep up the good work, fellas. I love your mag, and frankly, can't think of a way that you can improve it.

Mike Visser
Marietta, Ga.

Thanks for the tips and the good words, Mike. We get cussed out a lot, but we get a lot of letters such as yours which keep our chin up.

WHERE, OH WHERE?

As you can see by my address, I'm an Australian, and also a very keen modeler. Over here there is the usual great array of good kits, but such things as spare parts and the many different tools that Americans use seem virtually unheard of. This question was rather hotly argued about in an Australian magazine a few years ago, but it still seems that very little has been done about the problem. Where can I get some of the great goodies that you people enjoy?

And how do I go about taking out a subscription to your fine magazine? Thank you for your help.

J. E. Leadbetter
Toowoomba, Queensland
Australia

Your best bet is to acquire a mail order catalog from Auto World, Dept. MCS, 701 N. Keyser Avenue, Scranton, Pa. 18508. They have the largest mail order business in the world. Send 60 cents in American money, Mr. Leadbetter. They can help you, we're sure.

Yes, you can chrome right over solder. Just make sure the entire chassis is spotlessly clean before you begin the chroming.

A subscription to Model Car Science costs \$6.00 for all foreign countries. Make out an international money order or send six dollars in American currency, to: Subscription Department, Model Car Science, 131 S. Barrington Place, Los Angeles, California 90049.

WHAT'S NEEDED?

Give it to me straight. Do you really need a lot of tools to build good models? My friend says yes; I say no. Who's right?

Jerry Bianchi
New York City, N.Y.

You are. A good model builder (and therein is the hooker) can build a fantastic model with just the simplest of tools (a file, sandpaper, putty, a razor blade or X-Acto knife). A sloppy builder cannot build a good model, no matter how many tools he has at his disposal. Ah, but a good model builder with a good selection of tools, well, that's another story! Still, it's patience and common sense, plus meticulous preparation that separates the good model builders from the bad.

MORE BIG SCALE STUFF!

You guys are on the right track, now! Let's have some more of that "big scale" stuff like Dennis Doty and Ben Millsbaugh have been turning out. There are quite a few of us "big scale spenders" out here, you know!

Harry Steckle
Boston, Mass.

We know, Harry, we know. We've been getting quite a few letters such as yours, so we're clearing the decks for action. Watch the upcoming issues for more of this type of thing.

THIS
IS



FORD COUNTRY!

Three "Classic" Ford Hot Rods Styled by Tom Daniel

Ever since Henry I turned out his first Model "T", Fords have been hands down favorites with hot rodders. From the "T" to the "A" to the '32 "Deuce", more hot rods and customs have been built from Fords than any other car. Now Tom Daniel, fabulous West Coast designer, shows what he can do with these popular cars.



SON OF FORD

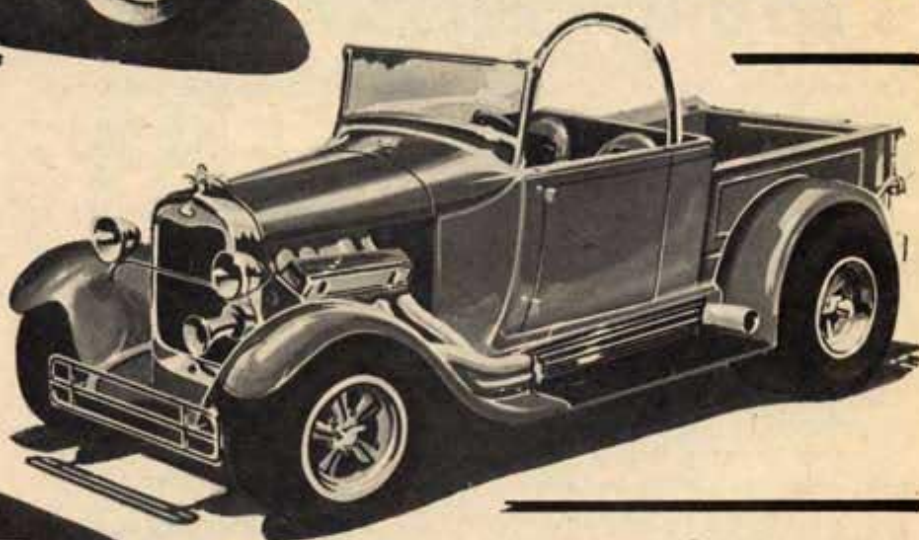
1932 was a very good year for Fords and the "Deuce" became the favorite of hot rodders everywhere. Daniel's pretty but gutsy machine is powered by an injected Boss 302 Mustang mill bending the rubber on those big rear slicks. Tuned headers, super clean interior, Moon tank and "Starfish" mags add up to an ultra sanitary rodder's rod. 1/24 scale.

PC241 — about \$2.00

BOSS "A" BONE

Ever dreamed of owning a pick-up? How about this 1929 model "A" custom! Trucks are popular in California for lugging skin diving equipment and Monogram has included all this gear in the kit. A late model Olds mill with lots of custom goodies, tuned exhaust, American Mags and knock-offs make the "Bone" a slick and rugged hauler. 1/24 scale.

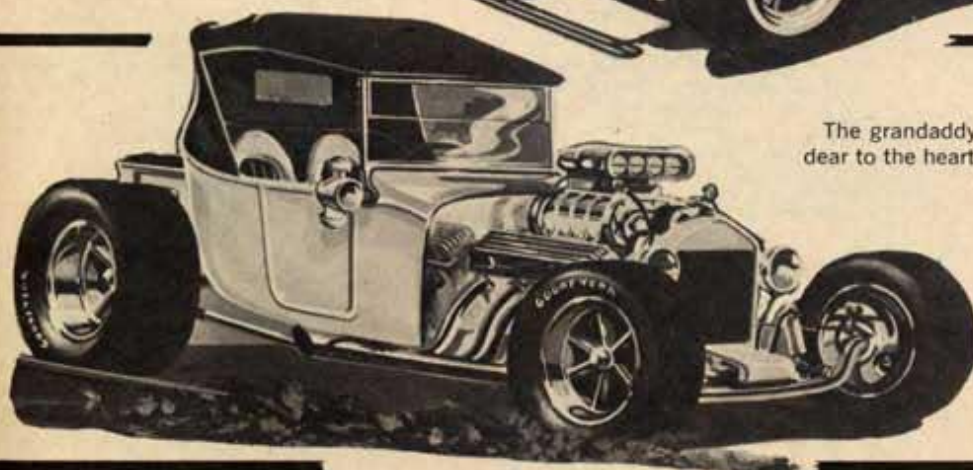
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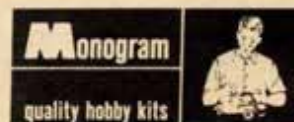
SWEET "T" EE

The granddaddy of all rods, the "T" is THE king and dear to the hearts of all who dig rodding. Dig this trick street set-up: the GMC huffer on the 327 Chev mill is hollowed out to take a stock 4-barrel Holley jug. Looks mean but handles like a kitten for everyday driving! Custom interior, mag wheels and slicks for the "IN" look. Extra parts for 3 different versions. 1/24 scale.

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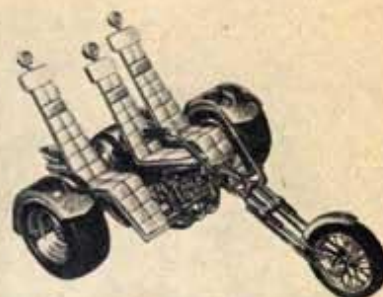
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160-page "Dremel Handbook of Hobbies, Crafts and Projects" tells how to work with wood, metal, plastics, glass, ceramics. Covers complete hobby field. Fully illustrated. Only \$1.45



New Products



MPC's insane "3+3 Chopper" in 1/12 scale features a chromed three cycle Kawasaki engine. Over nine inches long and five inches high. On sale everywhere.



Centuri's new 16-page catalog will please rocketry buffs (big or small). Just off the press, it can be had free of charge at hobby dealers, or by writing directly to Centuri Engineering Company, Dept. MCS, P.O. Box 1988, Phoenix, Arizona 85001. It's loaded with model rocketry goodies.



New tools from X-Acto are always welcome. Their new 531-ST razor saw and knife set goes for \$3.50 and should prove to be worth its weight in gold. The set contains a handle, plus four razor saw blades and five knife blades. Sold in retail stores everywhere.

The Tuff Ones.

For ten years, Model Motoring has been as close to real racing as you can get.

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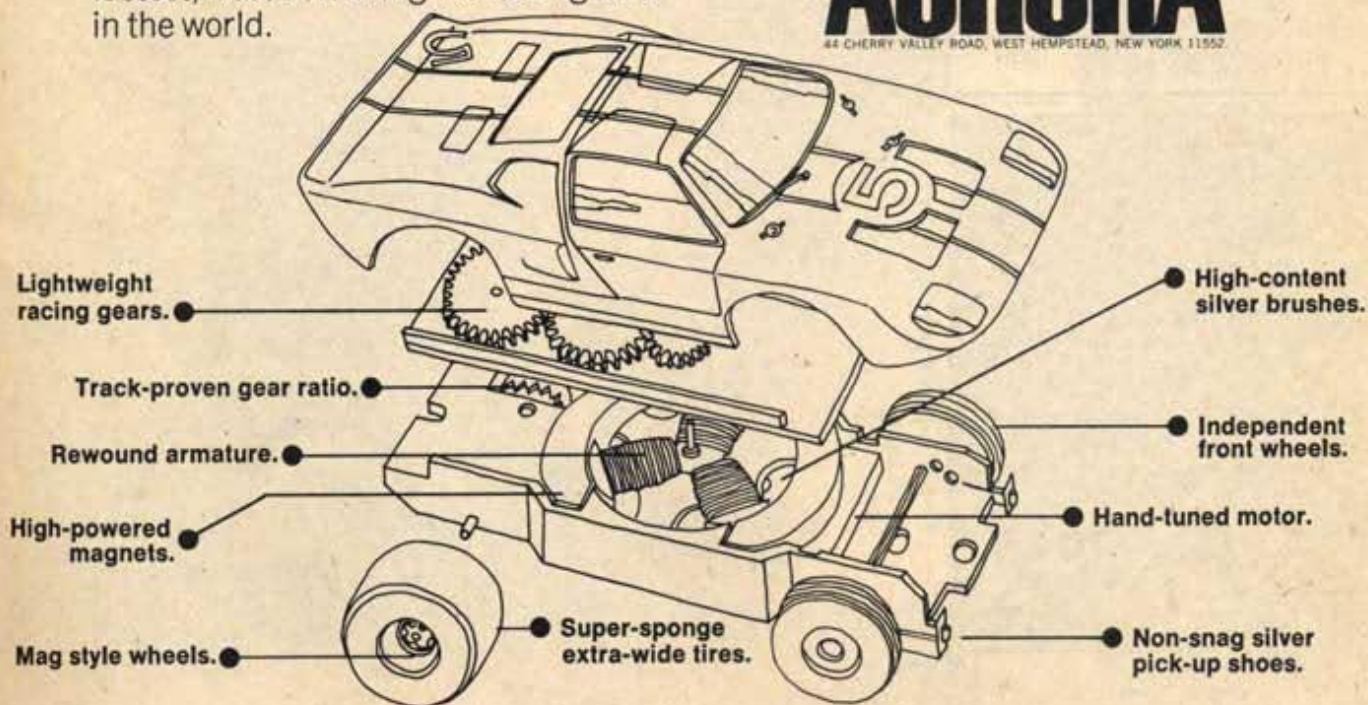
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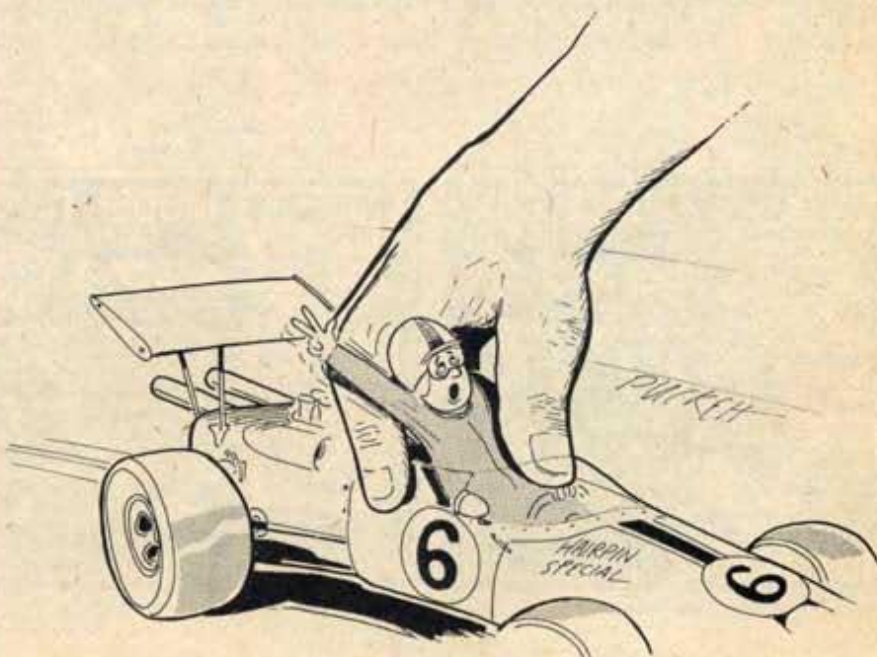
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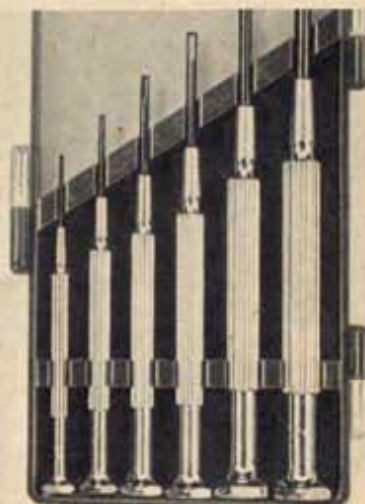
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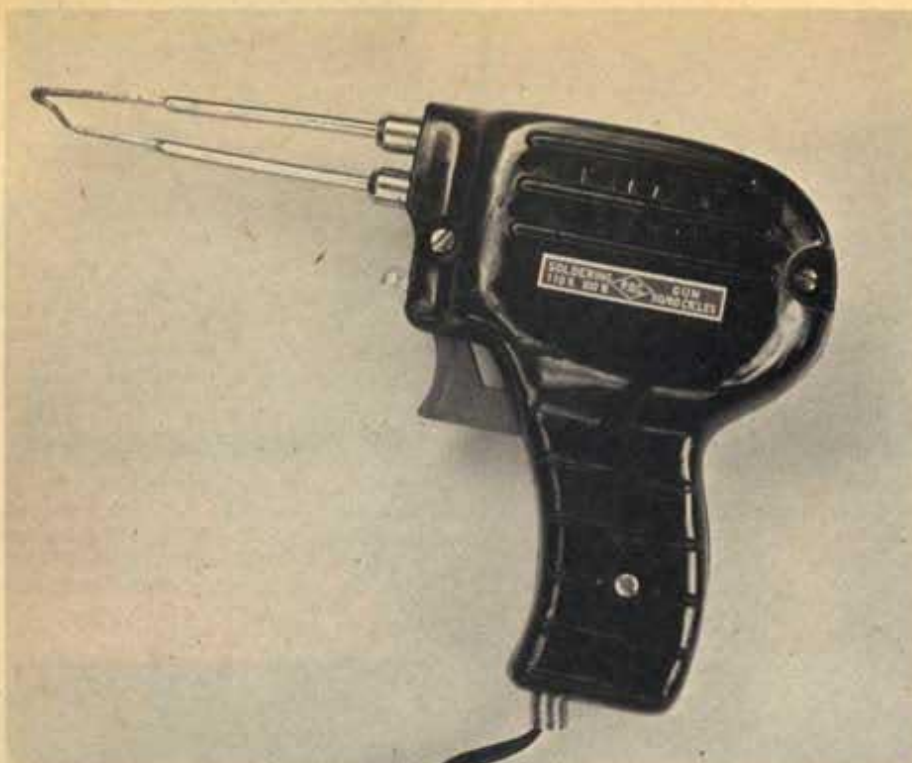
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12/Model Car Science



Bigger and better than ever — that's Auto World's new 1970 model car catalog. Send 60 cents to Auto World, Dept. MCS, 701 N. Keyser Avenue, Scranton, Pa. 18508.



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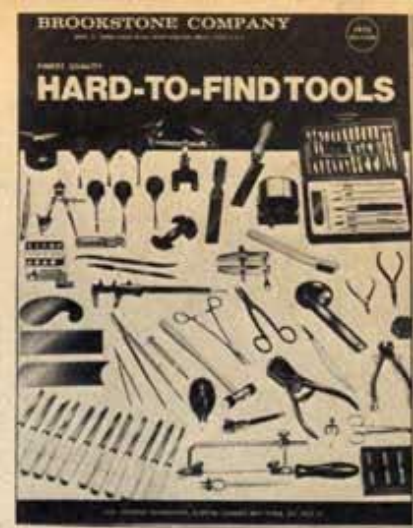


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Gloryoski, Zero! How's this for a super poster! Available from Chrysler-Plymouth for \$5.00, this 13-foot poster of Plymouth's new Hemi 'Cuda can be yours by sending \$5.00 to Chrysler-Plymouth Public Relations, Dept. MCS, P.O. Box 1658, Detroit, Mich. 48231.



Hard to find tools are in this 24-page illustrated catalog from Brookstone Company, Dept. MCS, Brookstone Building, Peterborough, N.H. 03458. Send 25 cents for postage and handling.



New hobby vise does just about everything a hobbyist could hope for. For a free catalog describing this vise and its wide range of accessories, write to Colbert Industries, Dept. MCS, 10107 Adella Avenue, South Gate, Calif. 90280.

14/Model Car Science



Estes Moon Rocket is simply magnificent. A true-scale Saturn V, it's 43-1/2 inches high and features molded plastic capsule, tower, external hardware and display engines. \$9.95.



Two wheels plus one makes a Triumph a Tric-Up! In huge 1/8 scale from Revell, Inc., \$5.00. The gas tank represents a 30 gallon oil drum! Plenty of other nutty, wild items, too. Look for it at your hobby dealer.



Fox "Doodle Bug" mini-bikes will doodle their way right into your heart. They're tiny and terrific. Great for camping, as they'll strap on to the back of a camper easily, and take up little room in the process. Powerful and dependable too. For more information write to Fox Corporation, Dept. MCS, 1111 West Racine St., Janesville, Wis. 53545.



The "Outlaw" strikes again, the latest from the Machrina Enterprises stable of wild mini-bikes. It's available in two basic models, the "Outlaw I" with a three h.p. motor, 14" rear tire, suspended rear end, and a jackshaft for easy gear changing; and the "Outlaw II," which is similar to "Outlaw I" but offers the Mini-Matic automatic two-speed transmission. Both of these models are available in kit form. For more information write to Machrina Enterprises, Dept. MCS, 11859 Levan Road, Livonia, Michigan 48150.



Another wicked Willys from Revell, Inc., the '43 Willys Drag Pickup, in 1/25 scale. All the Revell detail you could hope for. \$2.00, at your local hobby dealer.

MESAC MYSTIQUE

1/32 CAN-AM RACING IN ACTION AT THE WORLD'S MOST AMBITIOUS CLUB.

It's been five years since the MESAC track first appeared in the pages of MCS. In the interim, the Inglewood, California club has continued to prosper. They maintain the highest standards of detail and realism in ALL of their members' cars. The current twenty-plus active members campaign five different classes of cars that include GT, GP, and Sports/Racing machines in both 1/32 and 1/24 scale.

By Robert Schleicher

An average of about one night a month is set aside in the club's regular Thursday night schedule for championship point races in one of the five classes Members must, therefore, build and maintain four or five race-ready miniatures for each month's program.

Design your own course

If you think five different chassis/body combinations would tax your

ability, consider that the club actually changes the shape of the race course for every meeting. The giant 190 foot per lap track can be altered into a variety of six different configurations ranging from 67 feet per lap to nearly 190 feet. To make things even more interesting, one of the three different driver positions can be selected to give the oh-so-wary drivers a different view of the tract when they finally begin the feel they have "learned" any parti-



cular course. This ultra-wide variety of cars, tracks, and drivers positions avoids the monotony of "over-learning" one track with one car. The MESAC members learn to drive corner by corner with each new track/car/driver position a new challenge. The idea seems to keep the interest of the members at a sustained high pitch.

Two different methods are used to change the path of the cars around the MESAC track. On three of the corners, the slots for the six lanes are routed in both a curve and a straight pattern. At the entrance to these corners, a 3" wide section of track is cut away and a special sliding panel with 12 slots set in place. Six of this panel's slots are set to align the track for the straight

immediately ahead and six are cut to align with the curve. Before the race the panel is slid into the position to connect either the straight or the curve, depending on the track plan selected for the night. The whole system is a bit like the switches on a model railroad track layout. At three other corners of the MESAC track, a different system is used to alter the path of the cars around the course. In these corners, the entire curve is routed on a separate panel. On the underside of the panel, the straight path is routed for the six lanes. To change any one of these particular corners into a straight, the panel is merely pivoted over so its bottom side is up, aligning the straight path. A pair

of aligning pins locks the flip-top panel into position. An internal cable of jumper wires provides constant electrical power to the flip-top section of the course.

Pits rival the real ones

The MESAC track also features a most unusual "pit stop" area where a system of model railroad-type points in the slots can be set to direct the cars off the pit straight and into the pit lane. In long distance races, the drivers are required to make one or more pit stops during the event. To do so, they signal the race chairman their desire to "pit" and he throws the remote control switch to direct their slot into the pit on the car's next lap. The pit lane

Even with a wide-angle lens, it's hard to cram a 48' by 35' area into a single photo. About 80% of the MESAC club's 190' per lap, six-lane track is visible. Disconnected black straight behind pits is connected by two "flip top" track sections (see text) to allow another of tracks SIX different routes.



Visitor's first view of track includes south driver stand and chicaned "ess" bends beside the main straight. The Inglewood, California group schedules either 1/32 or 1/24 scale club races each Thursday evening.

MESAC

points in each slot are moved by push button controlled solenoids. The controls are located in the club's "control tower," an elevated room capable of housing four men with a bird's-eye view of the track. The control tower contains the track's master timing circuits, the control buttons for the "pit stop" lane changes, and recording dials for the photo electric lap counters. The complex "pit stop" switches, the photo electric lap counters and lap timers are the work of the club's charter members—Ken Babo, Dick Fisher, and Herb Lee. Only minor

wear-and-tear maintenance has been required on these systems in nearly five years of week-in and week-out performance!

The MESAC members are racers

On the particular night these photos were taken, the MESAC (stands for "Miniature Electric Scale Automobile Club") people were racing the club racer's favorite-1/32 scale Can-Am type sports cars and Group six coupes. A pair of sometimes guests, in the person of Pros John Cukras and Pete Von Aherns, were also in the competition. Pete had applied his commercial

racing chassis skill to a pair of chassis, and John had "blueprinted" a pair of motors. The thirteen definable corners of the track the club had picked for this Thursday's race were a bit more frequent and far tighter than these two Pros were used to, yet both Cukras and Von Aherns "jetted" with qualifying laps equal to the long-time MESAC members' best. No, it wasn't easy for the two shop racers, and both seemed to feel that this type of club racing presented at least as great a challenge between driver, track and car as any of the super-fast commercial tracks. Seems model car racing is fun no matter where you compete!



Eighteen cars and drivers qualified for this particular 1/32 scale "sports car" event. All of these bodies are clear plastic with some formed over home-made molds; others from England or Lancer, Russkit, or Dynamic, in America. All but three are either anglwinder or sidewinder-type chassis.



Cars are started by a green "go" light atop tower at extreme left. In some MESAC events cars are actually switched into the pit lane for a short "pit stop."



Start-finish bridge contains lights for photo-electric lap counters. Race headquarters and pits feature interior lighting and full details.



One of the four or five spectator parking lots on the MESAC infield area. All are static model kits from both U.S. and English makers. Note trees in background.



Don Sloan's, Joh Cukras' Dan Wilson's, Ed Hooton's, and your author's 1/32 cars sweep through the track's one slightly banked turn onto the main straight.

1/32 scale Can-Am-style cars in action at MESAC. Number 3 is Pete Von Ahern's Mk8 McLaren; No. 36 Ed Hooton's Mk8; No. 19 Roger Moon's Porsche; No. 9 Ron VonKlein's Lola T162.



Ron VonKlein's super detailed Lola T162 body took the evening's concours prize. Chassis is scratch-built angle-winder.



Ed Hooton's Lancer-bodied McLaren Mk8 and Roger Moon's home-made Porsche, by VonKlein, emerge from the chicaned section of the "hillclimb" area.

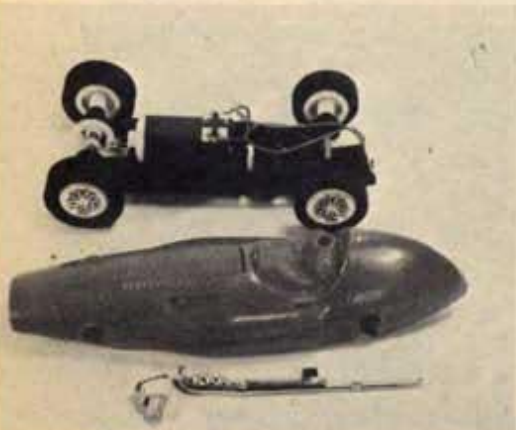
FANCY FERRARI

By Ben Millsbaugh

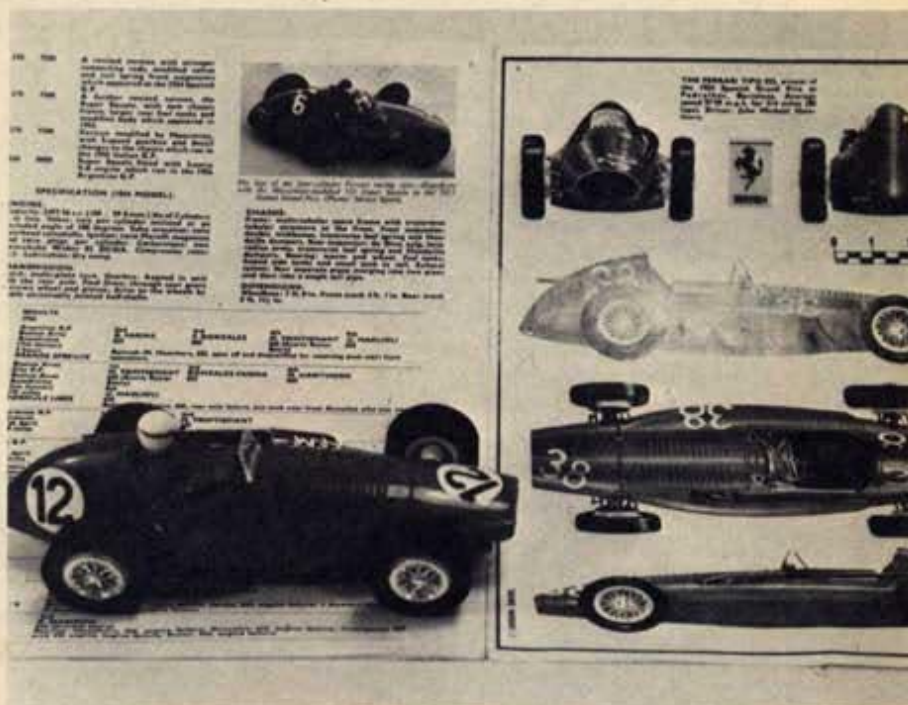
A Concours "Super Squalo" is a sight to behold!

Once in a while a manufacturer comes out with a kit that is of particular significance to a "pro" modeler. Revell recently introduced a model of a famous Ferrari in their home sets and this kit car is a "dead ringer" for the real car, if slightly modified. The information for super-detailing this beautiful little Grand Prix car came from the Profile "The Ferrari Tipo 625 & 555," number 12. This Ferrari is a typical "late fifties" Grand Prix car and it has a brutal charm all its own. The car featured in the article won the 1954 Spanish Grand Prix at Pedralbes, Barcelona. It was driven by the great Mike Hawthorn. These Ferraris were much improved and were henceforth known as the Super Squalos or "Super Sharks." They had multi-tubular "Birdcage" frames with cross-bracing and a tubular superstructure, locating the rear suspension and providing mountings for the body and fuel tanks.

Another slightly different version of the basic Ferrari Grand Prix car of that era was the classic Dino which evolved from this series 555. Without too much difficulty, you as a model builder can add a lot of really great detail to your "Super Squalo."



The Revell model is disassembled, as shown. The body has to be sanded, primed and painted and we don't want to mess the rest.



Here is our little Super Shark sitting on the Profile, number 12. If you place the car on top of the picture, it is a "glove" fit for scale.

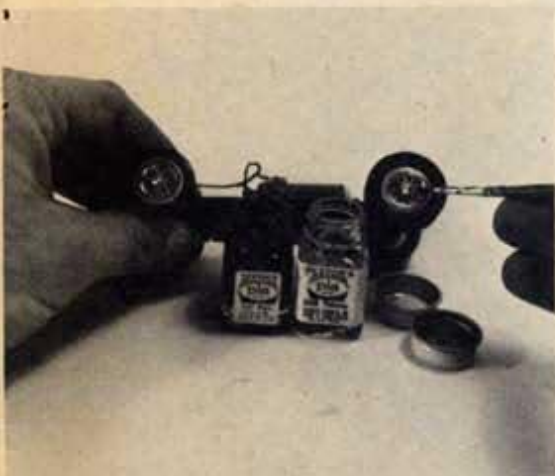


The body is first sanded down with No. 320 light sandpaper. Be sure that you sand out the mold lines to make your body completely smooth. After sanding and wiping clean, spray the body with a good primer-surfacer, such as Martin Senour No. 7865 or No. 7836.



Sand the model with No. 400 or No. 600 sandpaper after priming. Then shoot one last coat of primer before painting. Testors or AMT makes a good Ferrari Red. Testors Red is enamel and requires overnight to dry and the AMT Red is lacquer, which will dry within an hour or so. The enamel, however, if done correctly, will give a glossier finish without rubbing. The paint is heated in warm tap water for a few minutes and then the car is sprayed first with a mist coat. After a half hour, spray on the color coats, one right after the other.

One thing basically wrong with the Revell car is the driver. The driver has the look of the "Sixties" with his Bell-type helmet. Here we compare him with what we want, a picture of Mike Hawthorn. The helmet has to be trimmed down to make it look right.



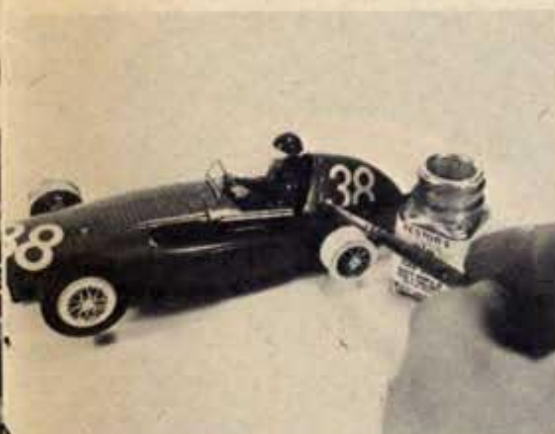
Using a very thin mixture of black paint and thinner, touch the brush into the wheel spokes to bring out the detailing of the wheel.



A flat black primer, such as the Hot Rod primer made by AMT, is used to paint the exhaust pipe. The chrome pipe is not scale and must be redone to look right.



If you can't find decals use Letraset "Instant Lettering." The number scheme can be clearly seen in the first photo. There are four sets of the number No. 38.



After everything is completely dry, you can start the final assembly and detailing. If you will re-examine the second photograph, you will note that Mike Hawthorn's helmet has a white "bill" and side piece. Using a regular brush and bottle of Testor's white enamel, you can easily duplicate this. The Dzus fasteners are painted by touching a "dot" of silver paint. Take a close look at the picture in the Profile to get it right. Inspect the car for proper wheel clearance, flag drop, etc.



Now, check the body against the picture to see if you missed anything. Note the white collar on Hawthorn's shirt.



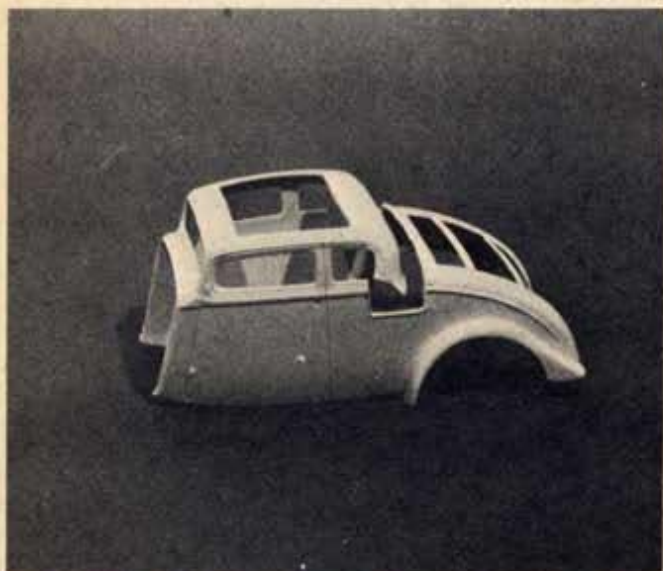
WILD WILLYS

This truck is a "hauler" in more ways than one!

By "Brick" Price

I used to think trucks were only good for hauling motorcycles to the track until I saw pictures of Ron Bizio's wild AA/Gasser. It turns an ET of 8.62 and a 162.00 mph trap speed. That is fantastic when you figure that this is a pick-up and not one of those normal fiberglass, fastback, Detroit "thingies."

The Willys (pronounced Williss) has always been a favorite with hot rodders. The engine compartment will accommodate almost any engine built. The front end on most of Willys tilts forward to make engine work easy. I chose to build this car using only the parts from the kit plus a few little goodies mentioned later.



Cut along the lower edge of the top and just under the quarter window. This will give you enough room to heat the top and bend it down.

PARTS LIST

1933 Willys - AMT

Hemi engine, push bar, transmission, tube axle - Revell's "Miss Deal."

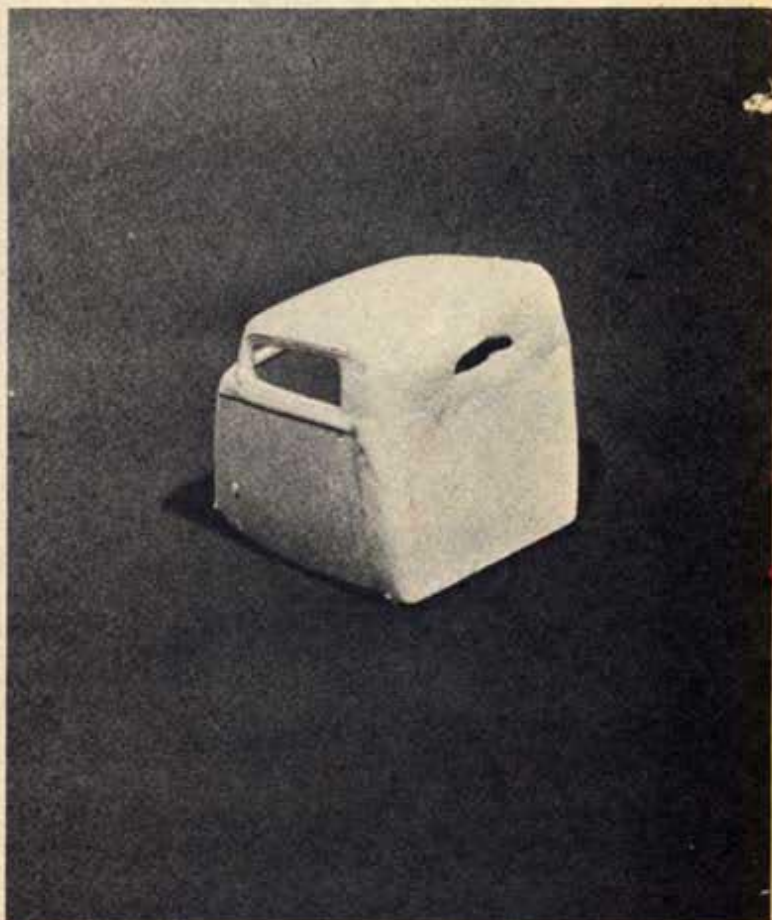
Basic '33 Willys kit, rims and front tires - AMT's '33 Willys. M&H slicks - Jo-Han's Javelin kit.

Disc brakes - AMT's Shelby GT-500

Steering wheel - Revell's "Anglia."

Paint - AMT Candy Blue Fog.

Lettering - "Letra Set," "Old Tyme," and script. Styles - in gold leaf.

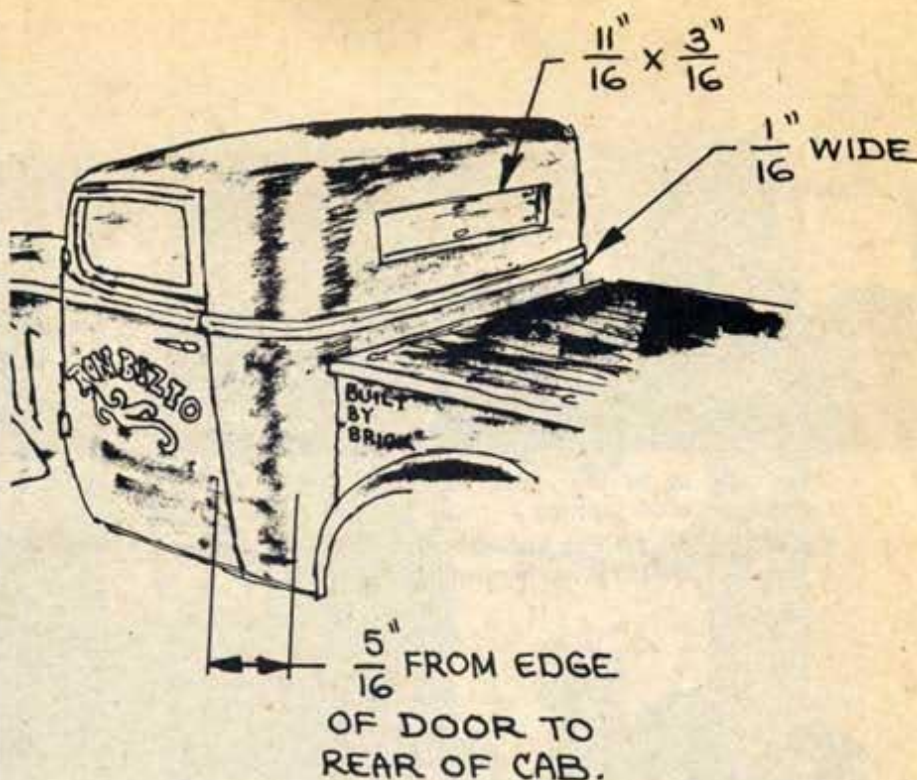


Cut a section 1/4-inch wide from the area just behind the door. Laminate sheets of .040-inch sheet styrene until the rear wall of the cab is flush with the top. Use the piece from the kit to fill the skylight.

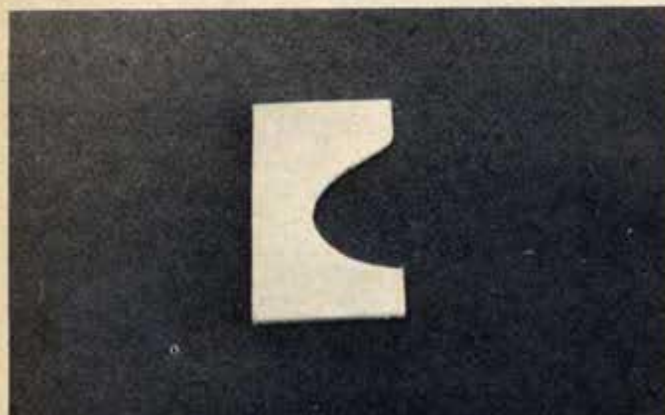
SIDES
2 PIECES

ENDS
2 PIECES

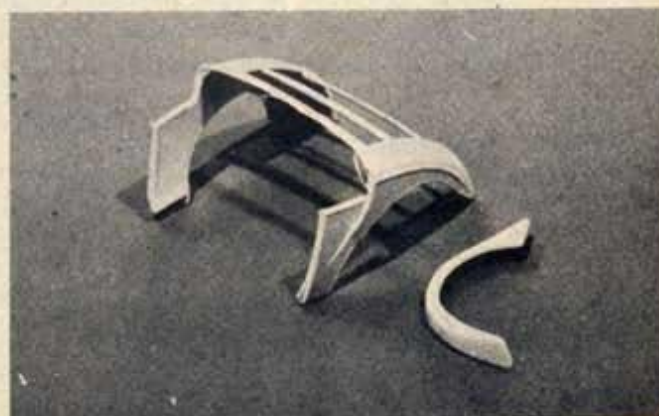
TOP
1 PIECE



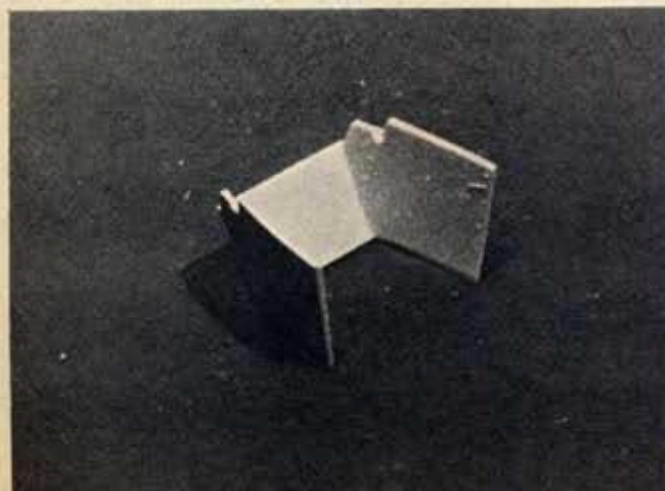
Cut a strip of plastic wide to simulate the molding. Heat this and bend it to the contour of the cab before you glue it in place. Use a square file to shape the new rear window.



Cut the pick-up bed sides from .050-inch sheet styrene using the template provided. Use a strip of plastic "tree" for the molding along the top edge.



Use a hot knife to cut the fenders off the rear of the coupe. Sand them smooth and glue to the pick-up bed.



Cut the rear half from the interior just at the door line.

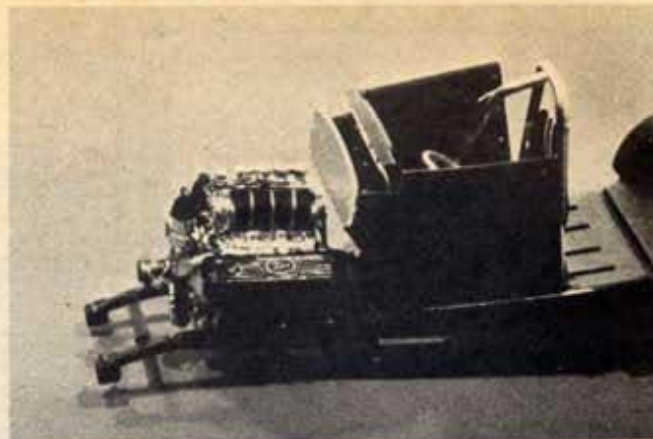


The interior detailing gets shortened too. Items to be modified include: Rollbar, seat pedals, and steering column. Nothing can extend beyond the rear of the interior walls or the cab won't fit.



Check the fit of everything and make any necessary corrections before painting.

Cut a piece of acetate to fit in the rear window. Cut the last 1/2-inch from the stock windows and glue in place.

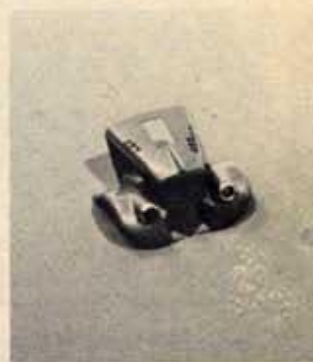
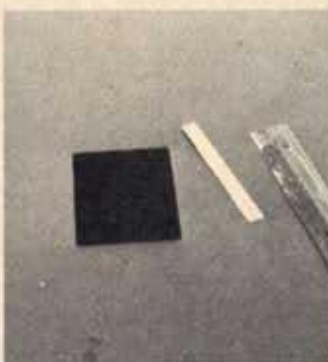


Detail the engine with wire and wax-coated thread. The valve covers and blower case are painted flat black and buffed with a soft rag to expose the chromed ribbing.



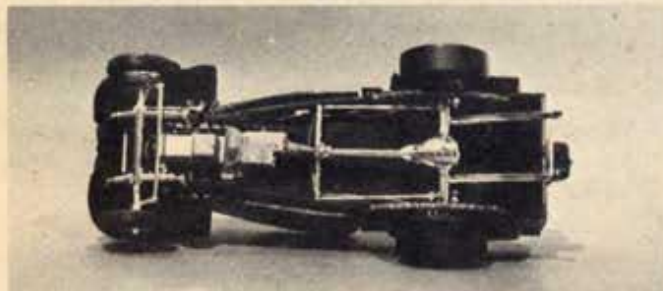
The hot setup with real AA/Gassers is a brakeless front end with a pair of wheels like the ones shown. These were scavenged from a Javelin kit. The "chute" and rear brakes are more than good enough to slow these hard-chargers.

No car would be complete without a detailed chassis. All you need to add to the kit is the brake lines from the drums to the master cylinder. Notch the rear axle to accept the wheelie bars from a Javelin or AMX kit.



You can modify the tonneau from any pick-up truck to fit the Willys.

The headlights were drilled out and painted flat black inside to simulate air scoops.



Glue the Rambler wheelie bars to the rear axle. The parachute is mounted to the lower center of tail gate.



The scoop was reduced in height slightly. Mount the scoop and headers AFTER you've installed the hood or it may not close properly.



The neatest part about the Willys kit is that you can remove the entire hood or tilt it forward to show off your engine work.



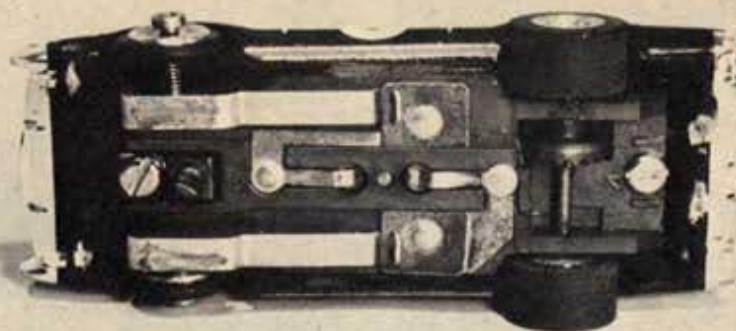
The height of the Gasser is evident in this picture. Step ladder anybody?

Auto World is on the scene with more goodies for the HO racing enthusiast. Their Swivel-Loc guide shoe is the best of the new items available to improve Aurora's handling. The wide "shoe" acts like the flag on a 1/24 scale car, but is limited in its travel. The trouble with Aurora cars now is that they can slide too far and lose contact with the track "rails." With Auto World's shoe, the car will slide, but never past the point of contact. A large catalog of HO speed parts is available for 35 cents from Auto World, Dept. MCS, 701 N. Keyser Ave., Scranton, Pa., 18508.

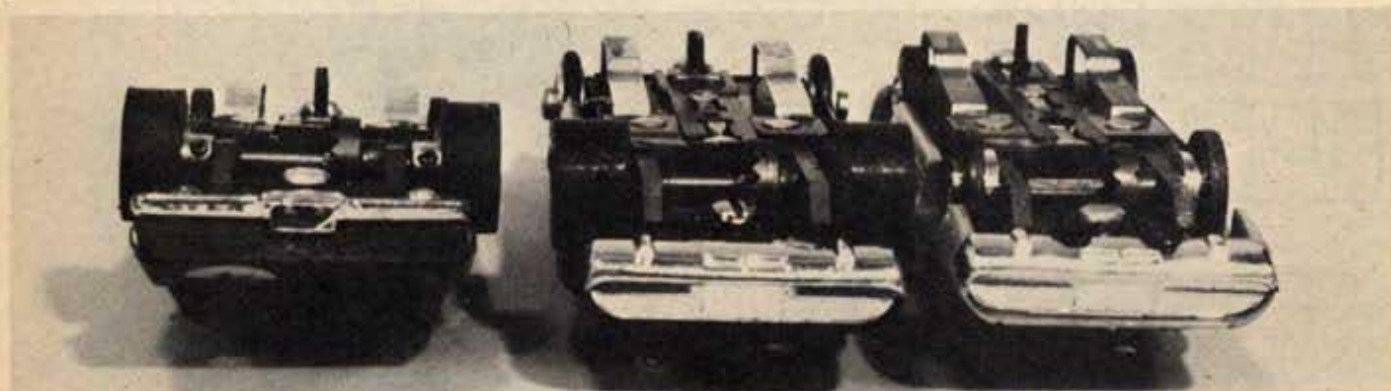
EQUIPMENT REVIEW



The Auto World Swivel-Loc shoe is a fantastic improvement over stock guide pin for handling and maintaining power in a controlled slide.



Wow! Can you believe those AW slicks? They scale out to 22"! I found it best to leave the retaining nuts off and put a drop of Pliobond glue on each axle. With the nuts in place, the tires stick out too far to look realistic.



Just for comparison, we have AJ's set-screw wheels, AW's 22" slicks, and Aurora's stock tires.

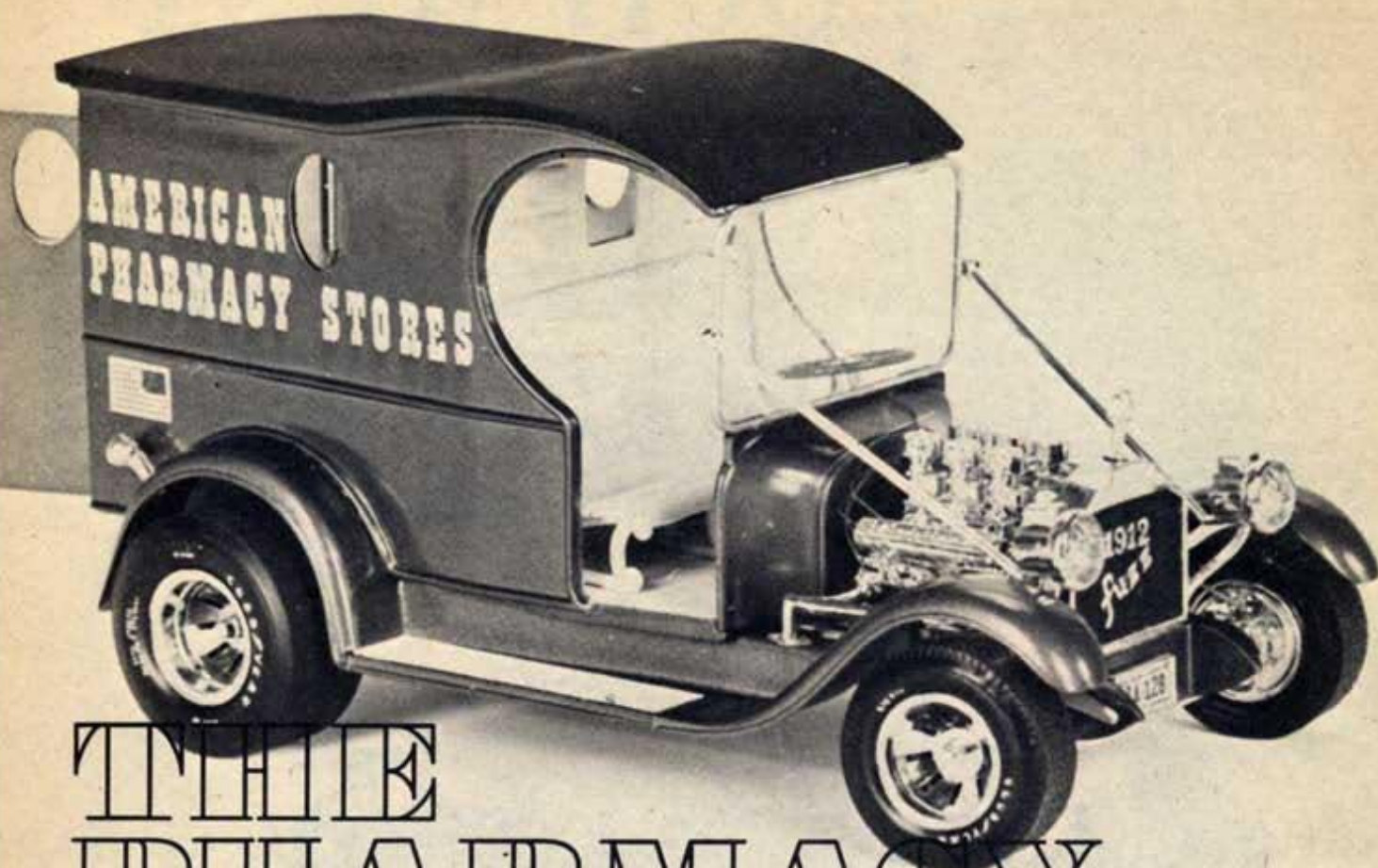


Included with each pair of tires are mag wheel inserts (not real mags, like Tyco has) and a small sponsor decal. The meatball and number are part of the AW decal sheet.



Auto World's HO sponsor decals and driver heads aren't new to our readers, but we wanted to remind you of the difference they can make in detailing a car like this 'Vette.

Combining Monogram's "Blue Beetle" and "Paddy Wagon" into a way-out American Pharmacy Stores delivery truck!



THE PHARMACY FLYER

By Dennis Doty

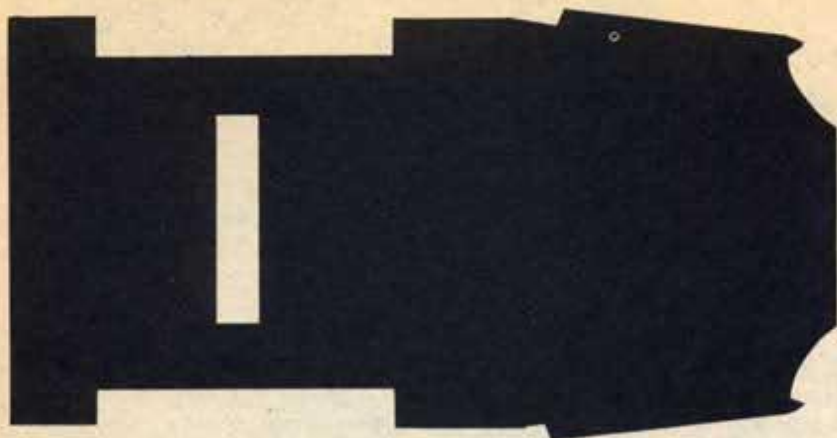
In this article Dennis Doty describes how to customize the Blue Beetle and the Paddy Wagon to achieve an unusual combination — the Monogram Delivery Special. And he includes a few tips on how to skilfully use tape and paint to put your model building on a real "pro" basis. As Doty says, use your "imagination." It can provide you with the "wildest" of wild, way-out models... and bring admiring glances from your friends. — Ed.

Monogram's series of way-out model car kits, designed by Tom Daniel, are hard to improve on, but it is fun trying. Combining the new wild kits with other Monogram kits is the easiest way to go. You usually end up with an even wilder model. However, in this article, I will show you how to combine two Monogram kits and end up with a near stock appearing car — almost.

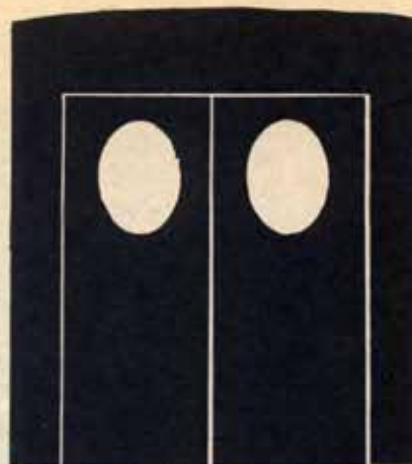
When combining two or more kits

Remove the bed support from the Monogram Blue Beetle fenders. Cut the fenders and frame from the Paddy Wagon kit, so you have just the floorboard with body mounts in place.





FLOORBOARD: TEMPLATE NO. 1 (ACTUAL SIZE)



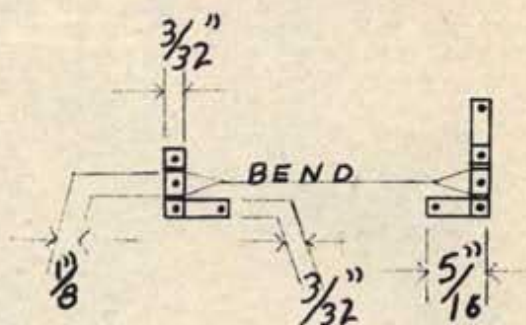
BACK BODY:
TEMPLATE NO. 4 (ACTUAL SIZE)



BODY SIDES: TEMPLATE NO. 2 (ACTUAL SIZE)



FRAME HUMP COVER:
TEMPLATE NO. 3 (ACTUAL SIZE)



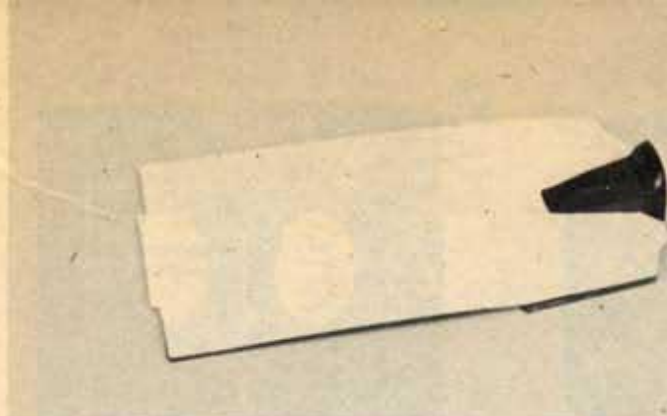
FRONT SPINDLE: TEMPLATES NO. 5 & 6 (ACTUAL SIZE)

to obtain just one unique model, some modelers are concerned about the high cost of the finished item. True, you only end up with one complete model, but you have many good left-over parts to use on other projects. In the long run, it averages out about the same.

This type of model is a lot of fun to build, as it is different; the unusual lettering helps too. I chose the United States colors to finish off my model, but don't let this influence your own model. No matter how close you choose to follow a how-to article, your completed model should reflect your own personal tastes. And when Monogram keeps coming out with these wild models, you have to go even farther out, and put more work into a model to come up with something that is different. No matter how wild a model kit starts out, your imagination and building skill can turn it into something that is uniquely yours.

Use the template outline to shape the floorboard. Remove the rear fender braces, and cut the hole in the floorboard for the frame hump.





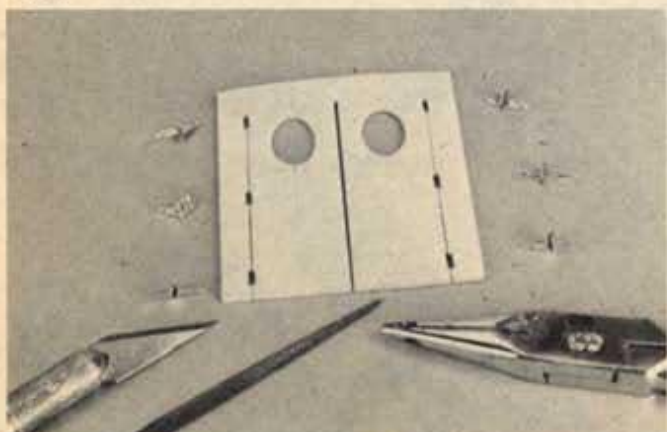
Strengthen the floorboard by covering it with a piece of .010" plastic. Shape the side body pieces as per template.



Cover the hole for the frame hump using .040" plastic for the sides and .010" plastic for the top piece. Mold it smooth with putty.

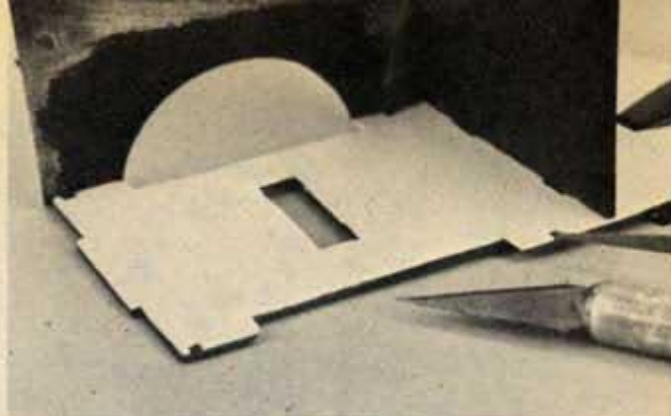


Cut the back out, using the template. Scribe in the door lines.



Cut out the doors, bend six H.O. hinges, and notch the doors and rear body piece for the hinges.

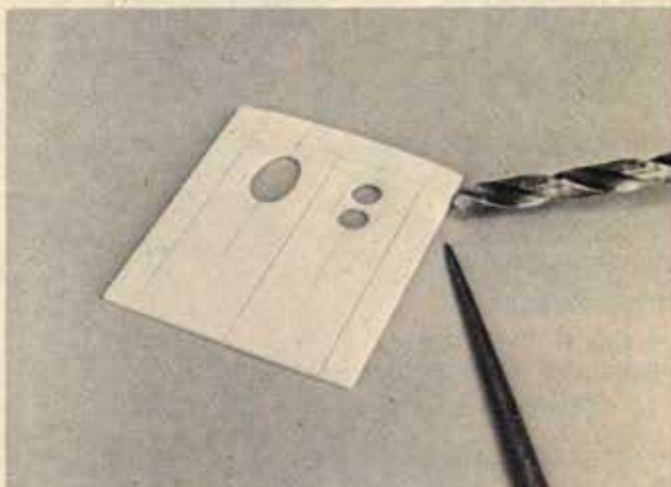
28/Model Car Science



Notch the floorboard cover where the body mounting tabs are located.



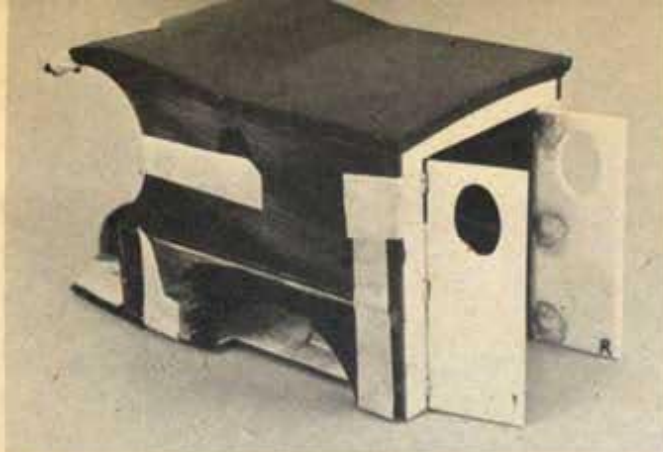
Remove the bars from all the windows in the Monogram Paddy Wagon.



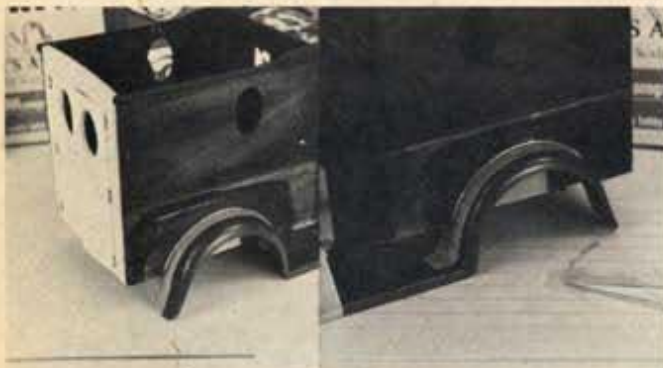
Drill a 1/4" hole at the top and bottom of the windows. Then file to exact shape.



Heat sink the hinges in place; keep a damp cloth in back of the work area to prevent warping. Mold extra plastic over the hinges, sand smooth, and paint on several coats of liquid glue to strengthen the moldings.



Glue all the body pieces together. Tape the top in place to position the back body piece.



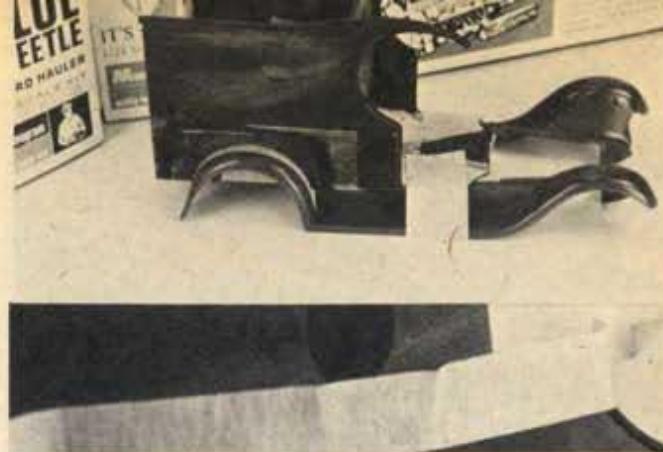
Carefully bend the wire around the fender. Bend one end and insert it into the mounting hole. Bend the other end so when it is in place, the wire fits the contour of the fender. Epoxy the wire in place. Coat epoxy around the wheel well opening. Install the wire and add epoxy around the wire as necessary.



Cut the bottom off the stock Monogram Blue Beetle grille shell and glue it in place.



Use the templates to make the spindle assemblies from sheet brass. Drill the holes and bend them as shown. Use a scribe and center punch to lay out the patterns.



Drill the mounting holes for the wire you are going to use for the wheel moldings (indicated by pointer). To aid in holding the molding in place, drill holes around the opening as shown.

Apply a strip of masking tape around the rear fenders, then securely tape the body to the fenders.



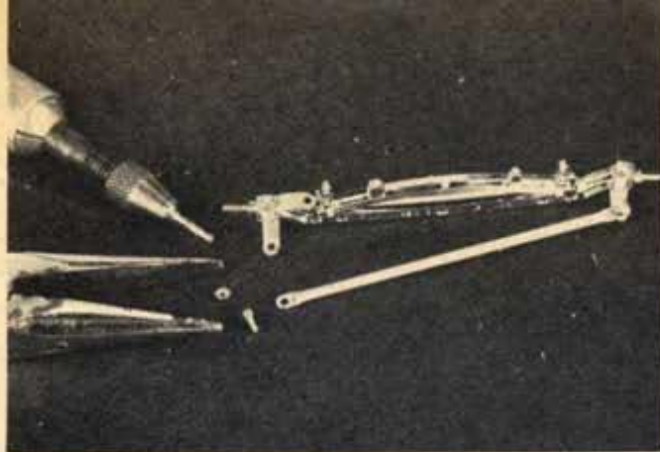
File the inside of the front fenders away for a different look.



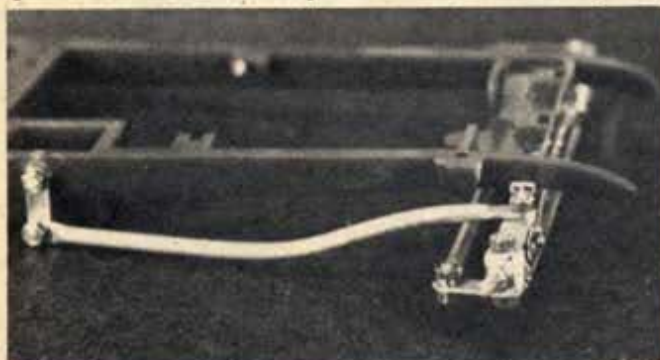
Round off the front axle ends and drill holes for the spindle assemblies. Use care in drilling.



Insert a 00-90 3/8" long bolt for the spindle and tighten a nut on it. File away most of the bolt's head and solder it to the spindle assembly.



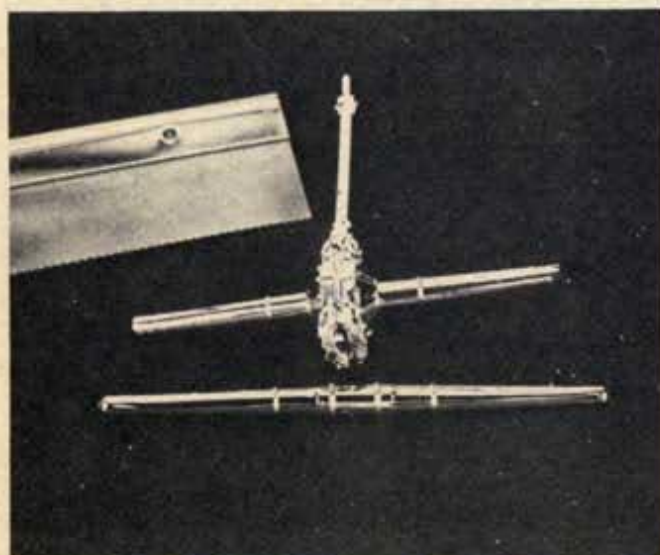
Make a tie rod from 1/16" tubing. Flatten the ends and drill the mounting holes. To make it easier, tighten the spindles on the axle so they don't turn; line them up first.



Make a drag link the same way you made the tie rod. Bend as shown.

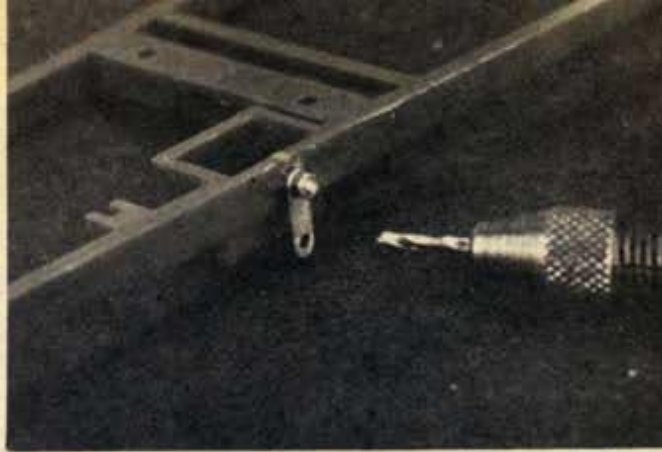


Ream a hole in the backing plate for the nut on the spindle to fit into. Shorten the spindle on the backing plate 3/64".



Shorten each end of the Monogram Paddy Wagon rear axle 3/16".

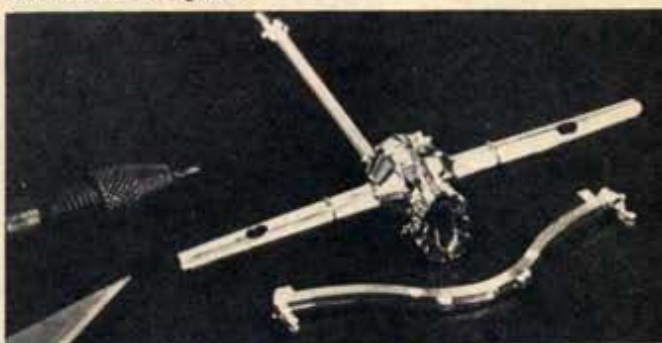
30/Model Car Science



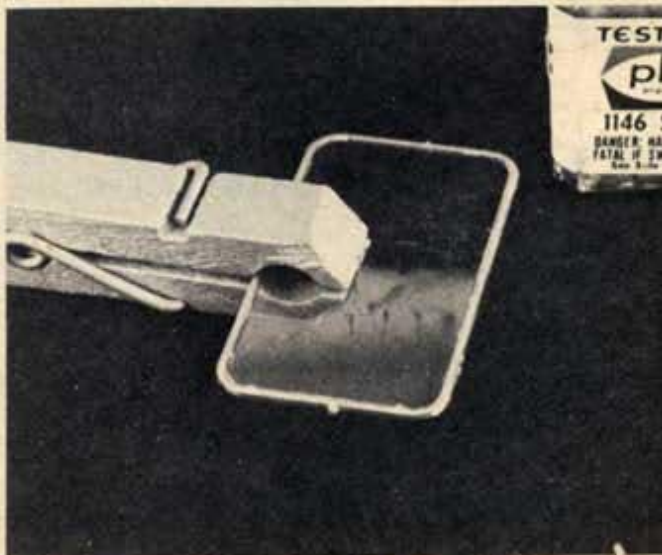
Drill a 00-90 hole where shown. Install a bolt and tighten it with a nut. Make a pitman arm as shown. Install it with another nut (don't tighten this second nut down, or the arm won't operate).



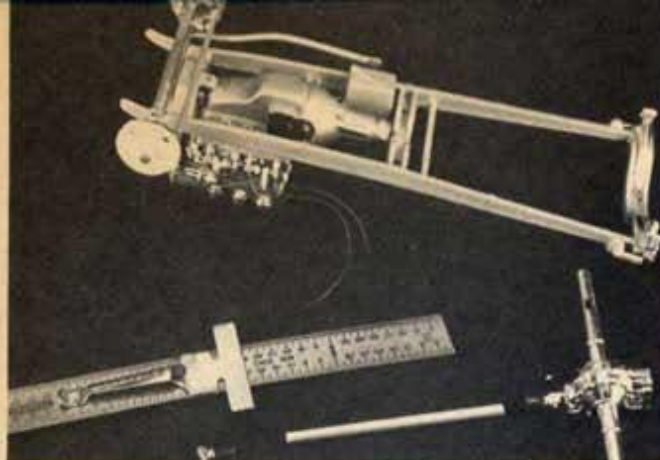
Remove the mounting tabs on the front backing plates and drill a 00-90 size hole through it. Also file off the ribs on the back of the plate.



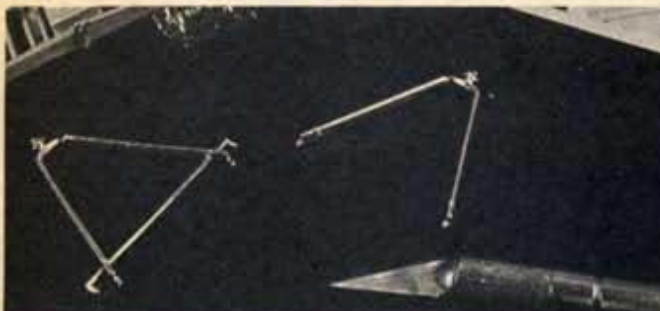
Drill several holes in the Paddy Wagon's rear axle and gouge out the plastic to receive the Beetle rear spring.



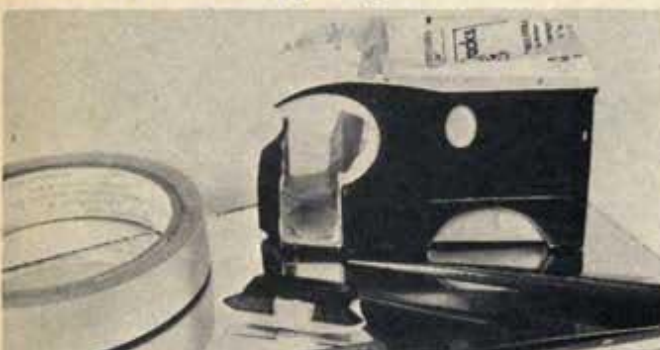
Use a spring type clothes pin to hold the windshield for painting.



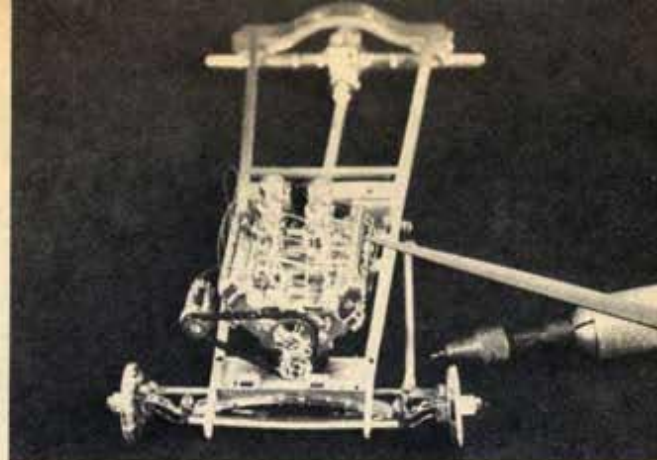
Remove the Paddy Wagon's drive shaft leaving just 1/4" at each end. File these ends to fit inside 3/32" tubing. The new drive shaft is 1-3/4" long 3/32" dia. tubing.



Cut the no-longer-necessary tie rod from the Monogram Blue Beetle wishbone and glue in place.



After the paint dries, mask the interior and spray on the color of your choice.



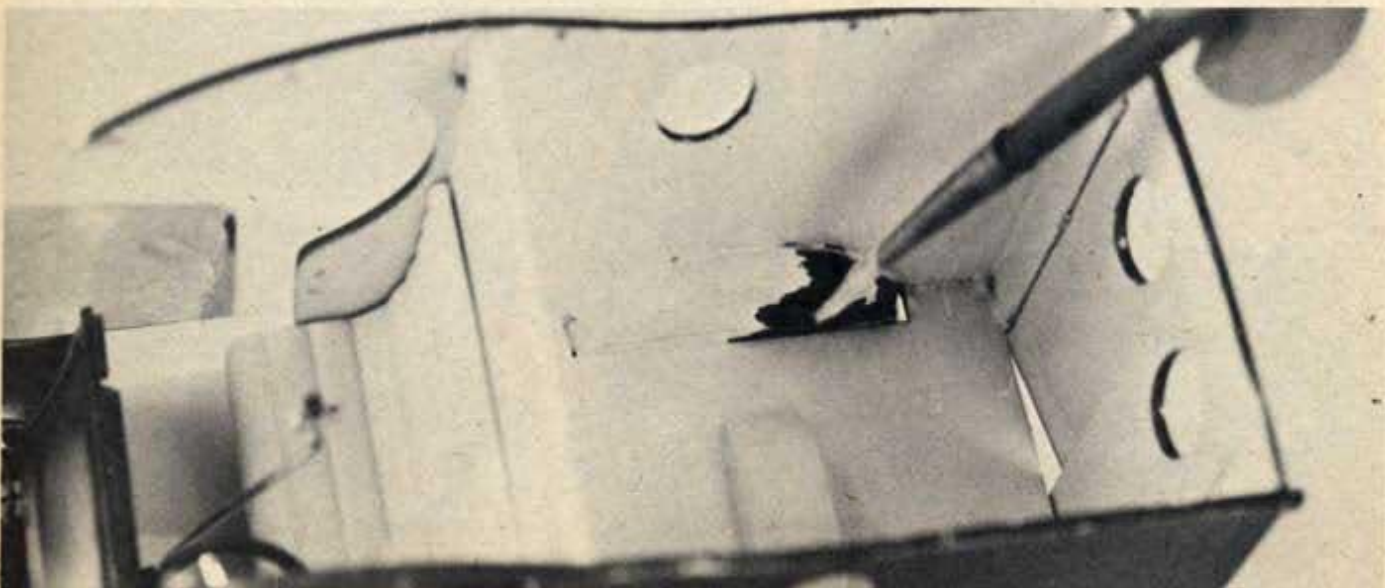
Make a fuel block from the Wagon's drive shaft as shown. Run a gas line from the gas tank to the fuel block.



After wet sanding the body with 400 grit sandpaper, mask the outside of the body, then spray paint the interior.

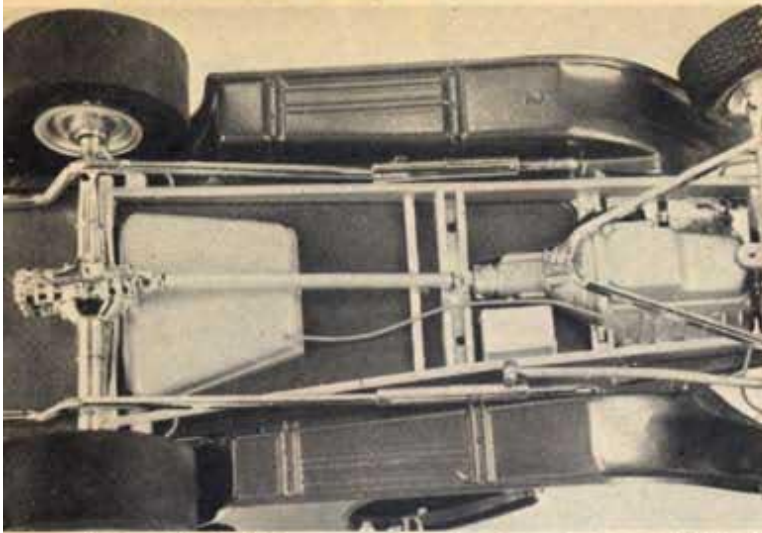


Use Mystik tape to cover the running boards; it looks good.

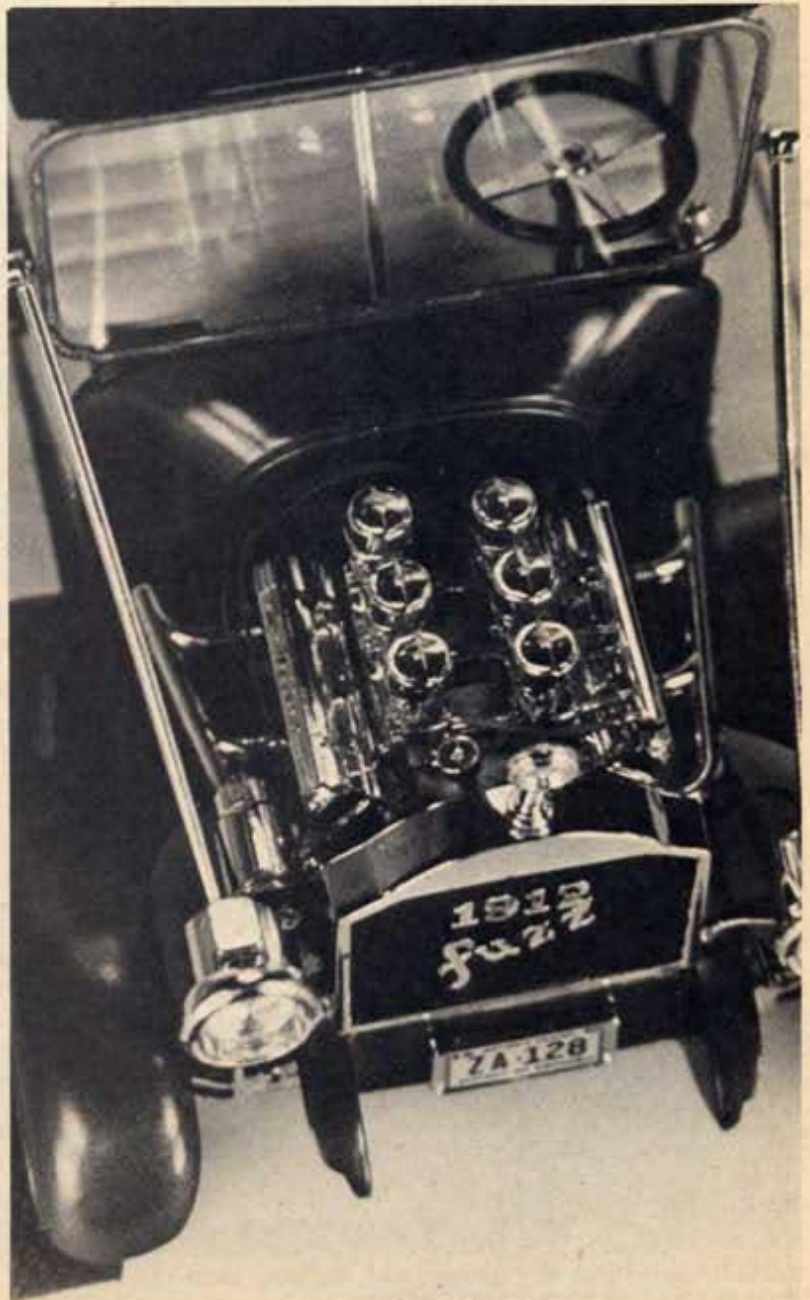
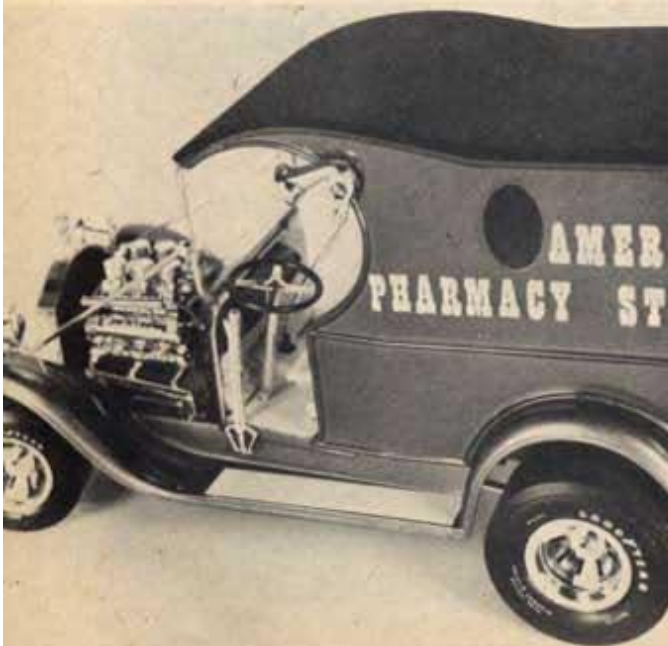
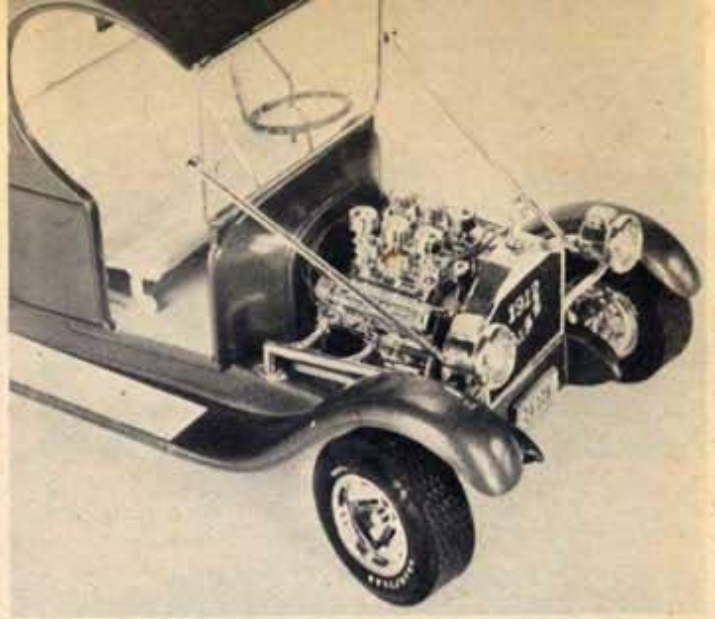


After the body and fenders are glued together, paint the inside fenders to match the interior color.

THE PHARMACY FLYER



Carefully install a gas tank as shown, and you are finished.
Beautiful, what?



QUESTION SESSION

By Brick Price

Each month MCS will answer questions of general interest. Address all queries to Question Session, C/O Brick Price, 11795 Gateway Blvd., #3, Los Angeles, California 90064. Only those questions with a self-addressed, stamped envelope can be answered personally, time permitting.

Q

I have entered my models in a lot of contests, but I can't get any good pictures of them. I've used a Kodak Instamatic, Brownie Hawkeye and Brownie Target. Could you tell me if I need any special lenses or if I need another kind of camera?

Domonic Norris
Farfield, Calif.

A

Your problem is all too common with the type of cameras you mentioned, since they can't be focused. You're stuck with a fixed focal point and poor close-up photographs. Instamatic cameras will accept a close-up lens available at any Kodak Dealer, although your best bet would be to borrow a reflex-type camera that enables you to see what the camera sees.

Q

I liked your idea on building the Dodge Daytona (Nov. MCS) and I was planning on making it, but I am faced with the problem of finding the .050" sheet styrene. I have checked every hobby shop in town and they don't carry it.

Don Nichols
Ocala, Florida

A

You can use the plastic runner (sprue) found in all model kits and file them to shape, or order the sheet from Auto World.

Q

I am planning to build a '67 Corvette by AMT as a racer. Would it be classified as a USAC Trans-Am or a SCCA sports car?

Glenn McAtee
Viola, Ill.

A

Trans-Am is for the "Pony" cars, including Mustang, Firebird, Camaro, Javelin and Barracuda. Forgive me, all you "purists," but the Corvette is recognized as a sports car by SCCA. Sorry, but I dig 'em, too.

Q

I would like to know where I could obtain BuzCo aluminum track tape.

Glenn Frazier
Parkersburg, W. Va.

Q

I want to know how much the aluminum tape you mentioned in the October issue is and where I can get it. I am going to try to build the roadrace layout on page 52 of that issue.

Kevin Brown
Calgary, 10, Alta., Canada

A

The tape you need can be aluminum tape (180 ft. for approx. \$4.00), copper tape (90 ft. for approx. \$5.00), or flat braided copper tape (100 ft. for approx. \$10.00). The braid will last longer and requires less maintenance, but the track surface must be routed to lay the braid flat. Measure the lap length for each lane and double it to determine the amount of tape needed. It is available at most electronics stores, or from Auto World.

Q

I have noticed that on my HO set, when I drag two cars on the straight, if I put each car on the opposite side, the turnout of the race is different. I checked the resistance from the transformer to the track with a voltmeter with the controllers on full. Both sides registered zero ohms. Therefore, can you tell me why one side is slower than the other?

Chris DeMarco
Shelton, Conn.

A

You should check the resistance of the track over its entire length by removing one of the track segments. Next clean the surface of the track to assure equal traction. Clean the aluminum rails with an eraser or any of the commercial track cleaners such as "Bright Boy." Poor conductivity between track and car can cause poor performance such as you encountered.

Q

Could you tell me how to make spoilers for HO cars?

Nathan Jones
Fremont, Mich.

A

A piece of plastic from kit runners filed to shape and glued to the body will look exactly like a spoiler. Paint it to match, or contrast the car's paint.

Q

I have 25 models, and whenever I use a rag to dust them, either the decals start to chip or some of the finely detailed parts fall off. How can I prevent this?

Robbie Eads
Forest Park, Ohio

A

It's actually quite easy to keep your models clean. A feather duster will remove loose dust without injuring the cars. If the car is dirty, hold it in warm running tap water without rubbing, and allow it to air dry.

Do you remember that wild little Mabuchi powered HO car that we recently built? Well, I hope nobody tried to build it because Tyco has a ready-to-run screamer that'll blow the doors off most scratchbuilts! Really! I'm a little apprehensive about advertised performance cars so it came as a shock to drive an RTR that's as fast as my scratch-built pro car.

Ridgeroute Raceway is the latest whipping post and flogging grounds for test HO slot cars and offers a wide variety of test situations. I quickly prepared Ridgeroute for a road test and plunked one of the Tyco's on the track. I was so shocked by the car's phenomenal acceleration that I forgot to shut off for the first turn. At \$4.00 a throw, you can't beat these for mind-blowing performance.

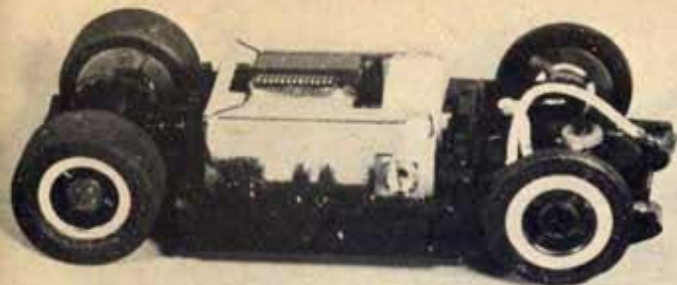
TYCO'S TERRORS



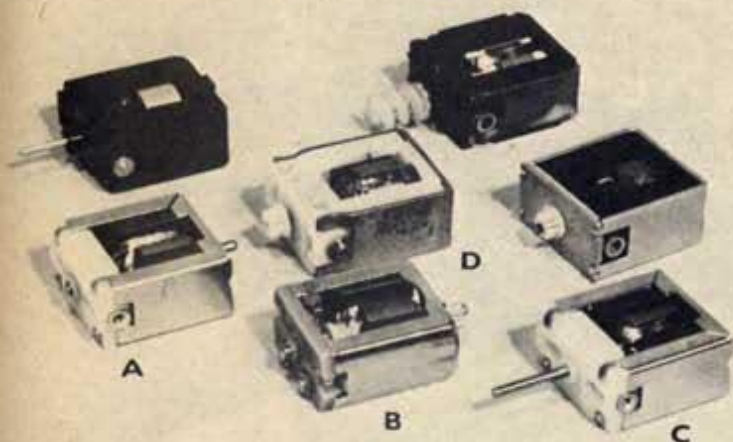
The Iso Grifo is the first of four ultra-fast HO pro cars by Tyco. (It'll be interesting to see how the pros react to this factory built threat.) It's hard to believe that these sell for four dollars!

These are the three cars we used for testing. The silver car is dead stock. The candy red one is tuned and the candy blue car is highly modified.

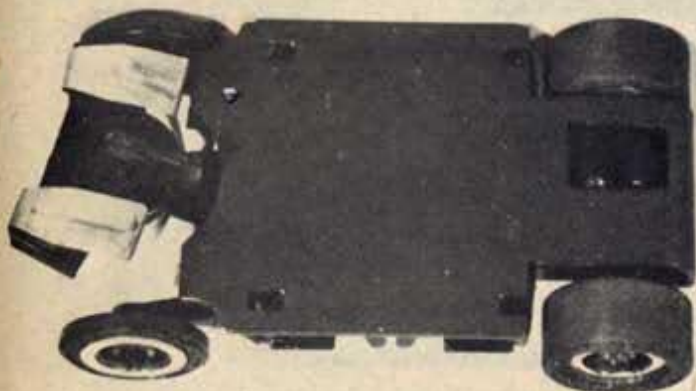




The heart of the Tyco-Pro is the HT-50 Mabuchi can-type motor.



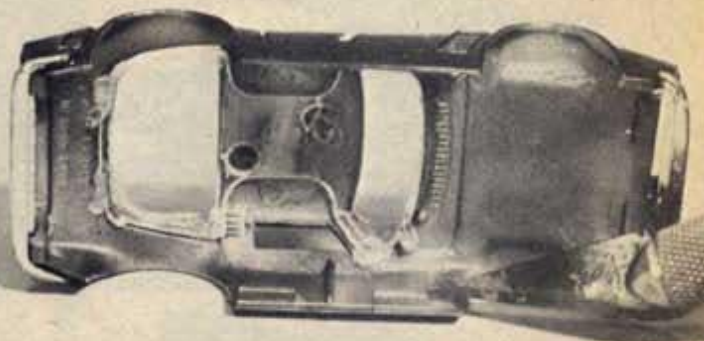
These are just a few of the can-type HO motors available. Of interest to anyone wanting to modify the new Tycos are: A. The stock HT-50 B. CU-25 (3.0 volt) C. HT-50 (12 volt with shaft out bell end) D. Atlas (12 volt with 5 pole armature).



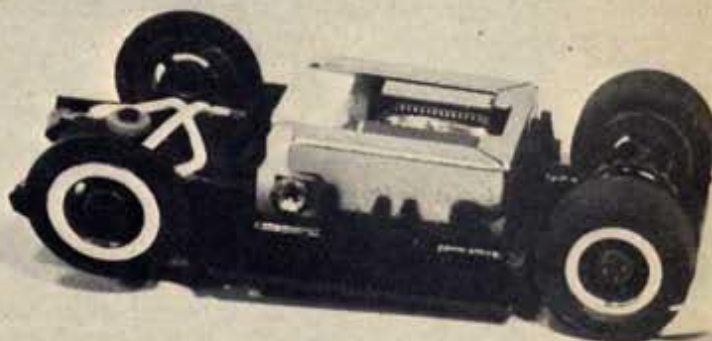
A full pan chassis and weighted drop flag give the Tyco-Pro its uncanny handling ability.



Throttle response with the HT-50 is very good and smooth. Because of the motor windings, it's advisable to use a lower ohm rated controller such as Thoric.



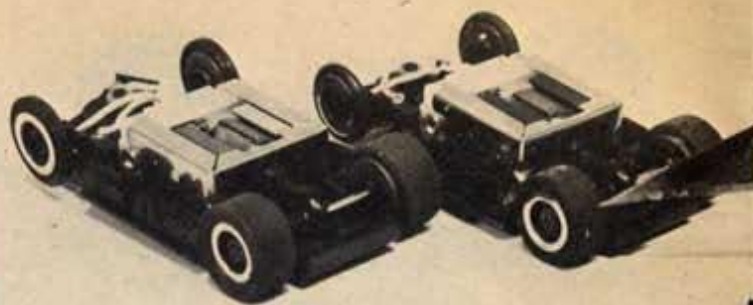
The beautiful injection molded body is as light as many vacuum molded bodies. Small tabs secure the body to the chassis without the need for bothersome, heavy screws.



Fantastic detailing includes the Goodyear logo and genuine mag-styled wheels.



The independently rotating front end sports mag-style rims with detailed tires. Our "super-pro" car has hard rubber "O" rings to lower the car and offer less rolling resistance.



Quiet-running Delrin gears transfer torque to the dual silicone slicks on our modified Tyco-Pro.



Our test cars had a peculiar habit of leaping out of the slot until we adjusted the wiper tension. Place a pin under each wiper and bend them until they are flat and nearly parallel to the flag.



Apply power to the car and lightly sand each tire to remove any molding flash and to true the tire on the rim. An occasional wiping of the tires with denatured alcohol will keep the car running quick.



We were able to "freeze" a Tyco-Pro car on the banked wall of our high-speed oval with a 1/50,000 second strobe light. By doing this we can actually see what happens to the car in a racing situation. As it enters the curve, centrifugal force jerks the car up on two wheels while the drop flag

36/Model Car Science



maintains full power. Halfway thru the curve it settles down on three wheels and starts to slide. At this point, it's possible to "punch it" and throw the car into a hard four wheel drift. Full power can be applied while the car is still only 3/4 through the turn and accelerating out.



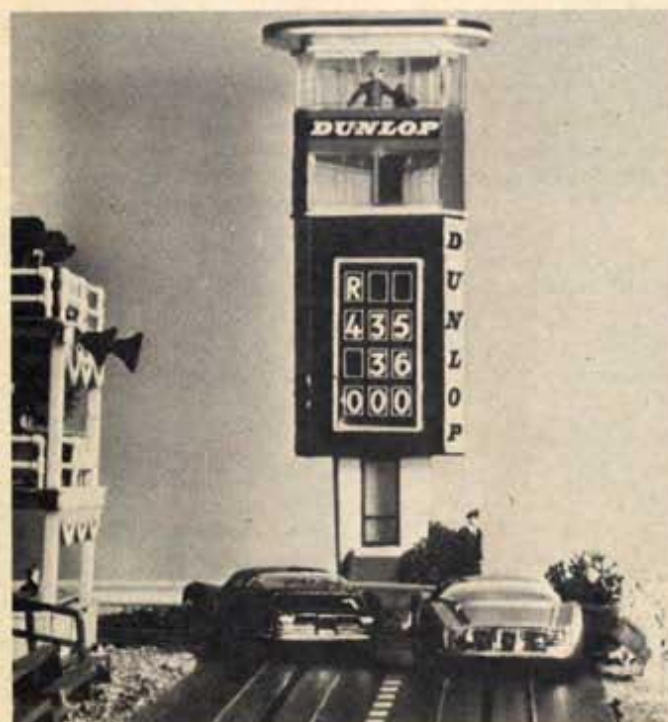
Fantastic brakes allow the Tyco-Pro to dive deeper into every corner than our phase IV project car.



Our comparison road test included some of the hottest HO cars in the state as well as several stock cars built by Aurora, Faller, Tyco (old), Bachmann, Atlas, Lionel, and Marx.



Uphill and our modified Tyco-Pro gets the edge on a "stocker." Next month we'll show you how to tweak what is now the hottest of the hot HO cars.



The long, low and lean Iso Grifo is barely taller than our guardrails.



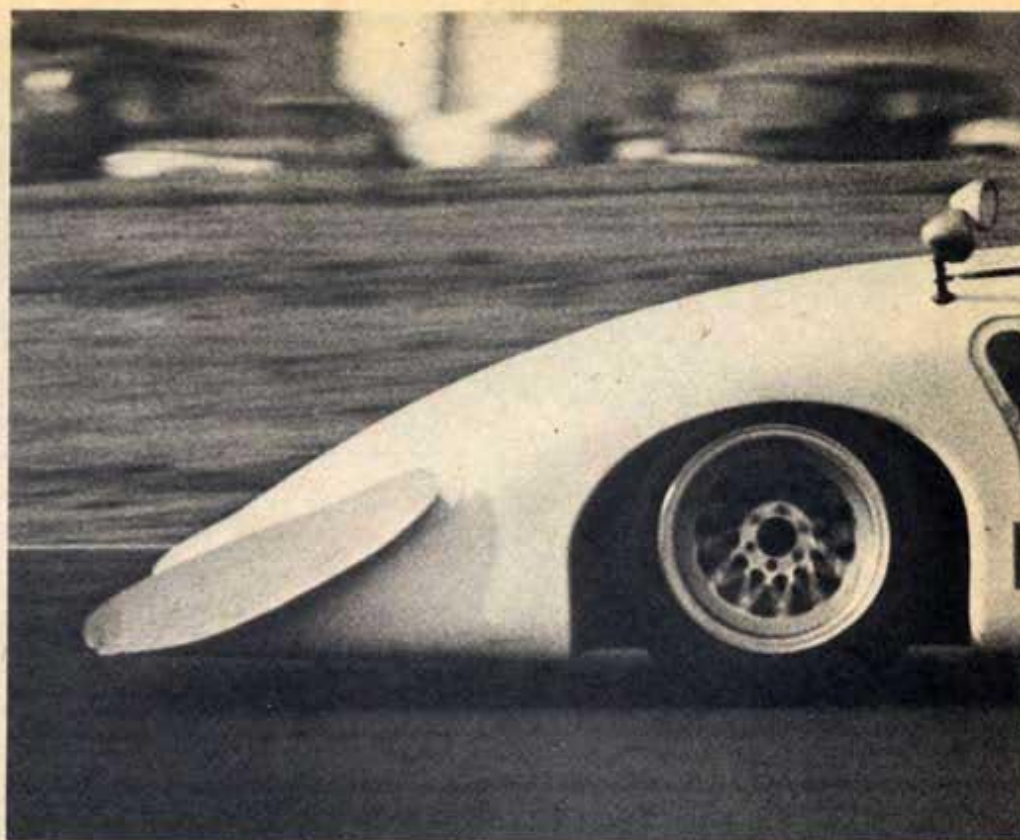
Eating up a highly modified Aurora car is no trick for the new Tyco.

SCALE PLAN SERIES

Jim Hall's new 2-H Chaparral, if not the most successful, is surely the most imaginative car to appear in this season's Can-Am series. It represents a real attempt at finding answers to many of the design problems that other constructors are simply working around. The new Chaparral's most outwardly impressive feature is its tires, which are significantly wider than those used by any of its competitors. In fact, the car's suspension is virtually designed around its tires.

The independent front suspension follows conventional practice, but with one noticeable difference: The spring shock units are not actuated by the lower A-arms, but instead place the car's weight directly on the front uprights through a bell-crank arrangement. This allows the span between the A-arms and the diameter of the tubing used to be reduced to a point that the suspension will fit within the wheels, allowing almost center point steering with wheels 14 in. wide. Cars such as the McLarens are suffering along with front wheels no more than 10 in. wide. The rear wheels are no less than 19 in. wide, with what's left of the narrow 48 in. track filled with a pair of box-like hub carriers fabricated from sheet aluminum, and forming a bridge joined in the center by a unique pivot that effectively eliminates axle tramp. This solid-axle rear suspension was necessitated by the adverse effect of even the slightest camber change on the steam roller-like rear tires and because there simply wasn't enough room left between the rear wheels for a conventional rear suspension.

The Chaparral's appearance is well in keeping with its unconventional theme. In profile it appears to be a clipped-off inverted air foil, with transparent doors which give it a strange see-through look. The wheelbase is a short 84.5 in., 8.5 in. shorter than a McLaren, and its diminutive length is made very apparent by its extremely long nose, which gives it a 167 in. overall length, a full 12 in. longer than the same McLaren. Much of the strange appearance is explained by the fact that the car was originally designed as a highly aerodynamic coupe with the fender peaks, which are 31 in.

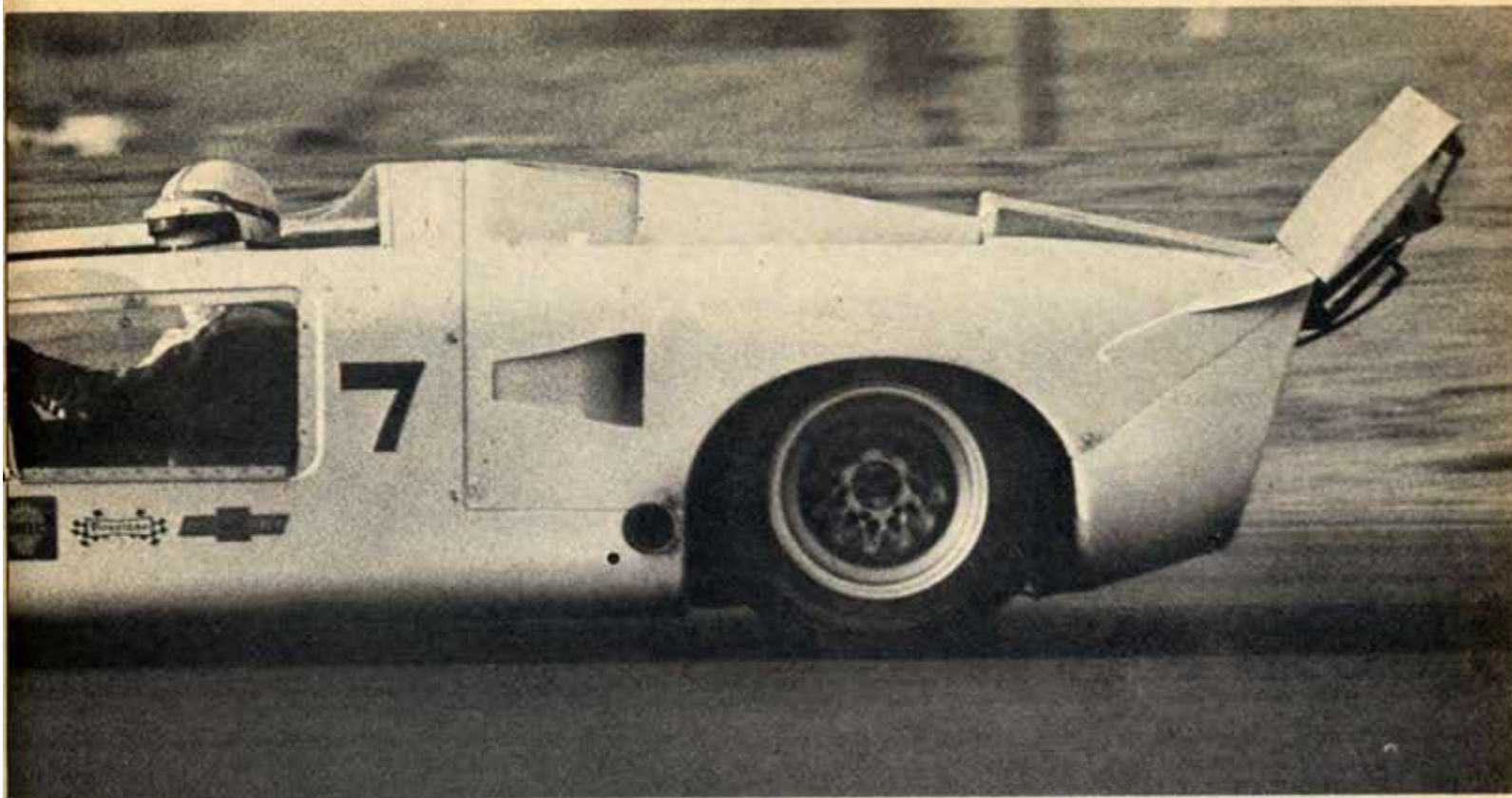


Technical Specifications	
	Chaparral 2H
Wheelbase:	85.5 in.
Front Track:	52.0 in.
Rear Track:	48.0 in.
Overall Length:	167 in.
Overall Width:	68 in.
Height:	37.5 in.
Weight:	1720 lbs. with fuel and driver
Engine:	427cid Chevy
Horsepower:	625 hp @ 7000 rpm
Torque:	570 ft. lbs. @ 7200
Fuel System:	Lucas Distributor, Chaparral Crossover manifold
Ignition:	Delco
Gearbox:	Transistor/Distributor 3 speed manual shift torque converter
Clutch:	
Front Suspension:	Independent Coil Spring and Shock
Rear Suspension:	Semi-axle
Chassis:	Glass Fiber
Fuel Capacity:	Semi-monocoque 70 gal.
Brakes:	12.1 in. discs Radially ventilated Girling Calipers
Steering:	Rack and Pinion
Wheels:	Front 14 in. Rear 15 x 19 in. American Mag. for Chaparral
Cooling:	Harrison Aluminum radiator (stock 427 Corvette)
Tires:	Firestone Front 490/1390-15 Rear 530/170-15 (approx. 16 in. tread)
Gas & Shell:	Shell

above the ground, as its highest point. The transparent doors were to give the driver visibility to the sides, and the short wheelbase allowed the bulkheads that carry the front suspension to run under his knees. The long nose was necessary to accommodate the reclining driver's legs, with the footbox extending most of its length. The radiator was mounted in the tail above the transaxle and was fed its cooling air by a sloping engine deck that formed a scoop between the fender peaks.

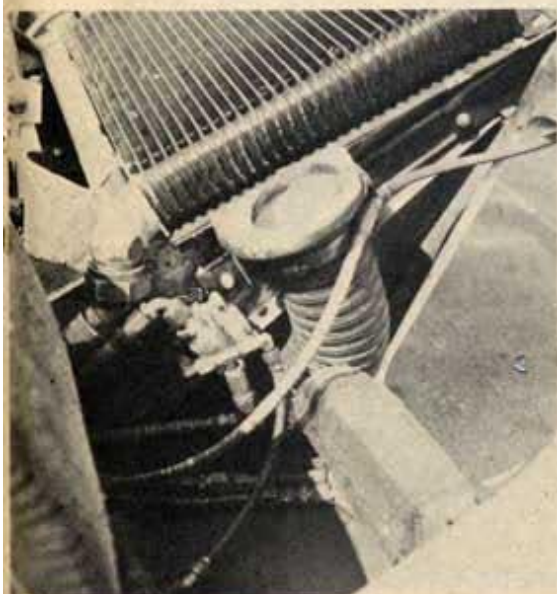
The 2-H in this form produced about as much drag as a land speed record car, and displayed good aerodynamic balance without the aid of spoilers or a wing. However, visibility proved so poor that the car was very difficult to drive, and would have been impossible in traffic. This necessitated sitting the driver up to the point that he could see over the front wheels, poking his head through a hole in what had formerly been a removable door covering the closed cockpit. A head-rest fairing was added along with additional scoops and some vortex generators to increase the otherwise impeded flow of air to the radiator. The transformation from a coupe also made it necessary to add a typically Chaparral driver-controlled flipper to the tail and some enormous whiskers to the nose in order to restore the desired aerodynamic balance.

The body, with its slab sides, forms the basis of the monocoque chassis structure, which is made entirely of

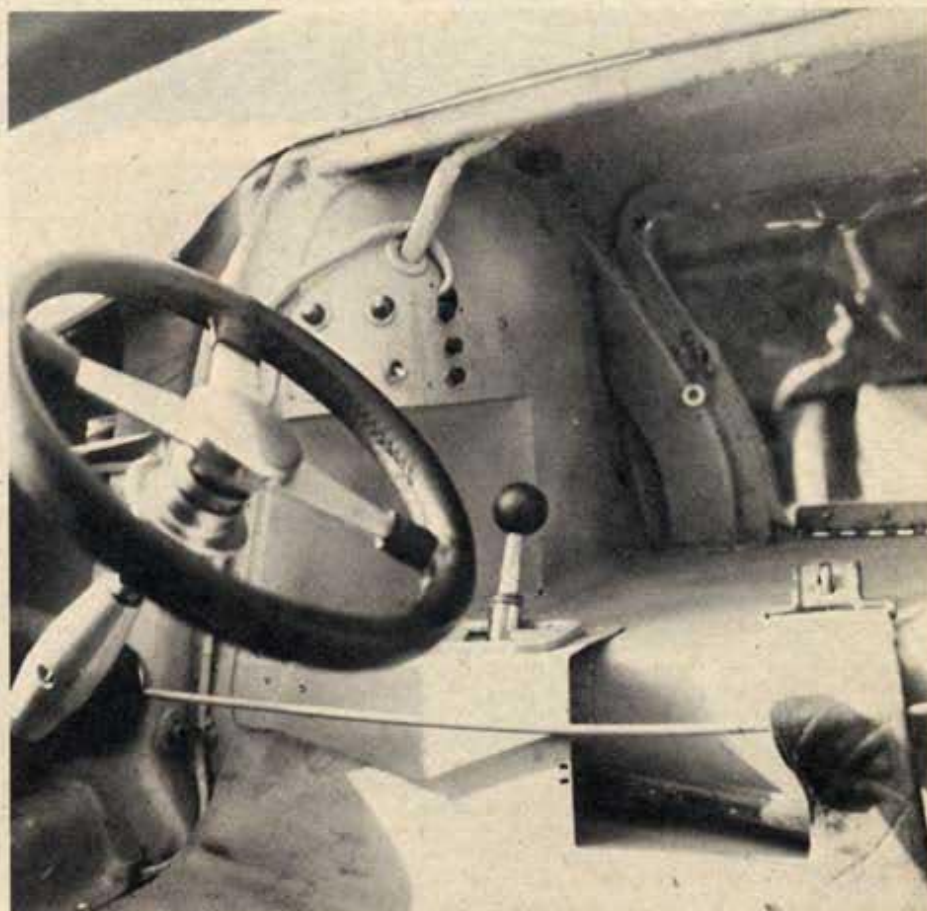


fiberglass. This box-like structure terminates at the firewall, and the engine is hung from this point with the aid of McLaren-like compression struts attached to the engine block just forward of the clutch housing. With no other attachment points available, the engine and transaxle become huge brackets, mounting everything behind the fiberglass tub including the rear portion of the body.

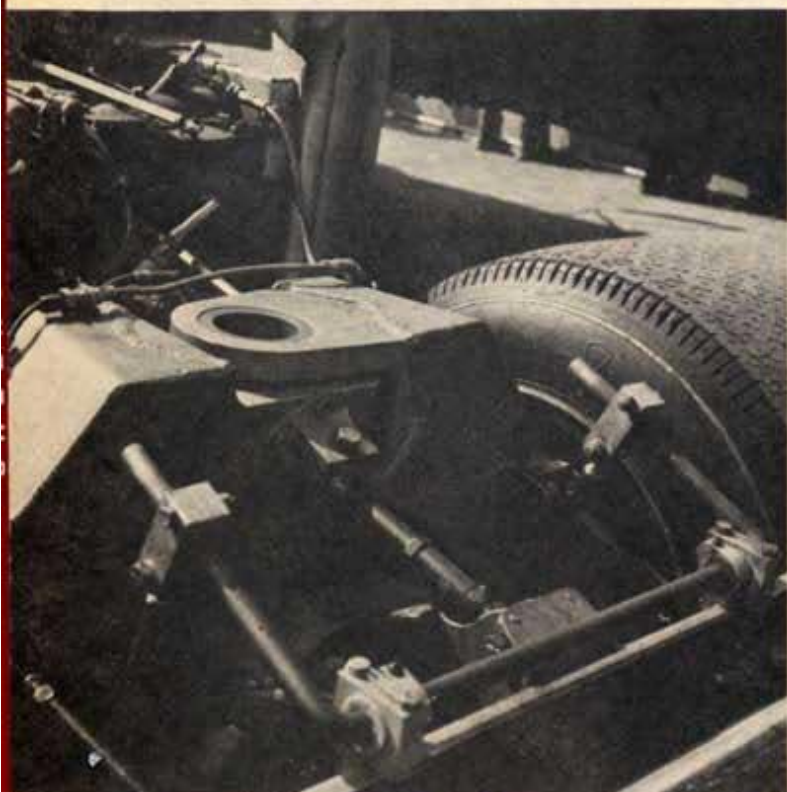
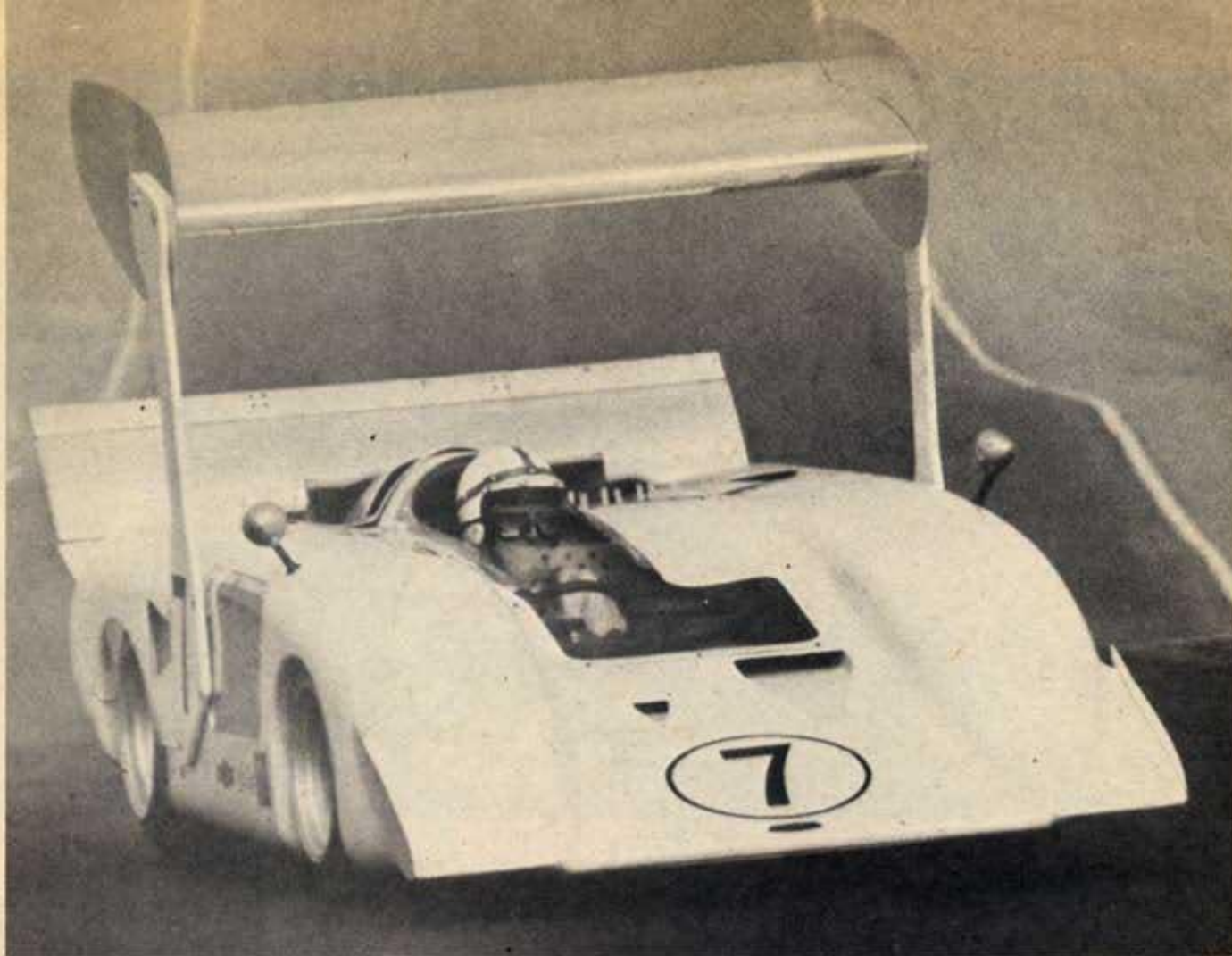
The power plant is the all-aluminum ZL-1 427 Chevrolet, the



Cooling is provided by an aluminum Corvette radiator mounted directly to the transaxle.

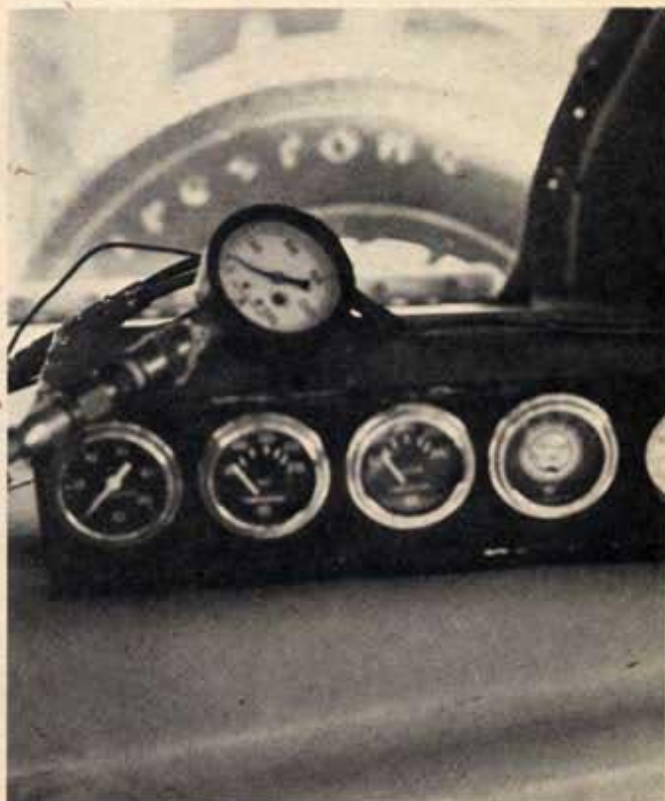


In the almost enclosed cockpit, "idiot lights" and ignition switches are mounted directly to the wheel house. The steering wheel comes up between the driver's legs.



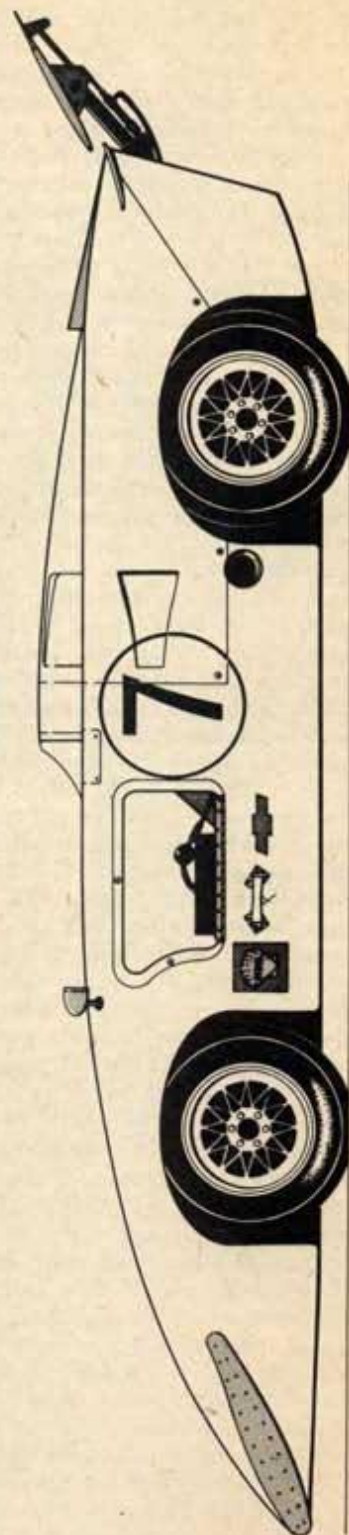
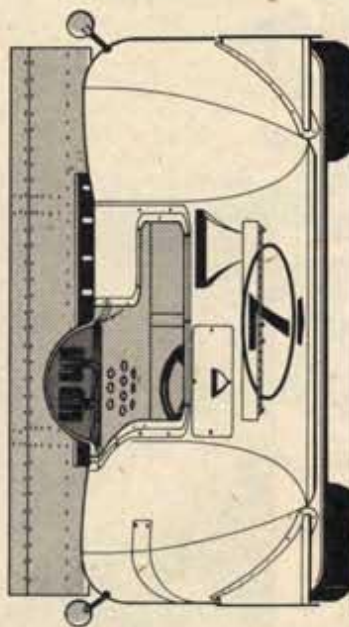
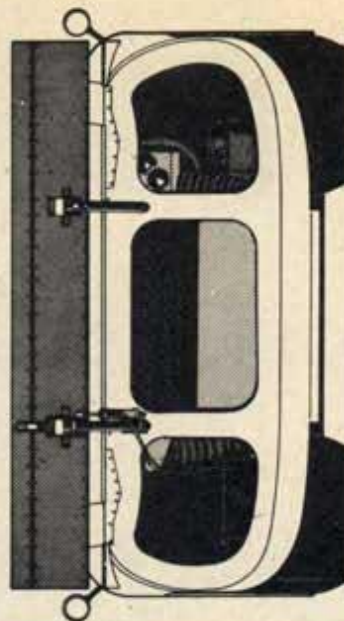
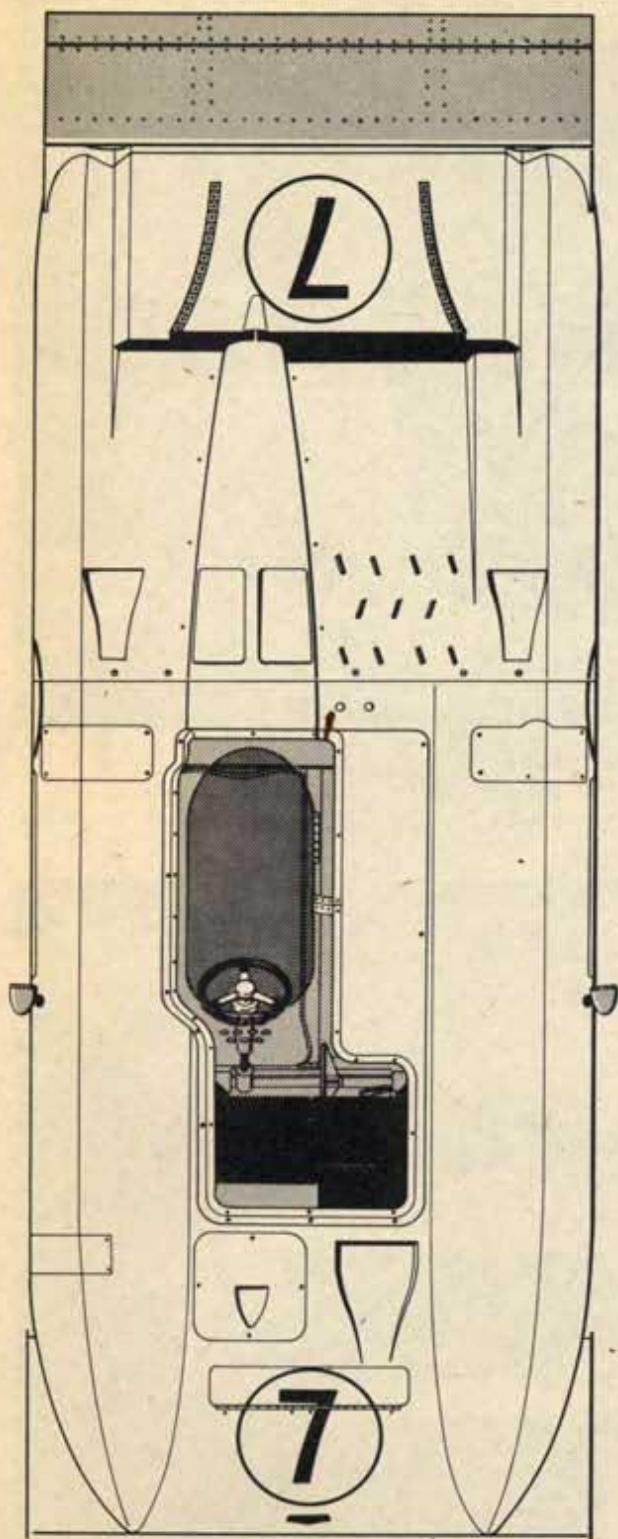
The rear wheels are joined by a fabricated aluminum bridge, with a unique pivot which uncouples the otherwise rigid axle, preventing wheelhop.

40/Model Car Science



A full compliment of instruments, with the exception of the tachometer, is contained in a plug-in black box.

1/24 SCALE

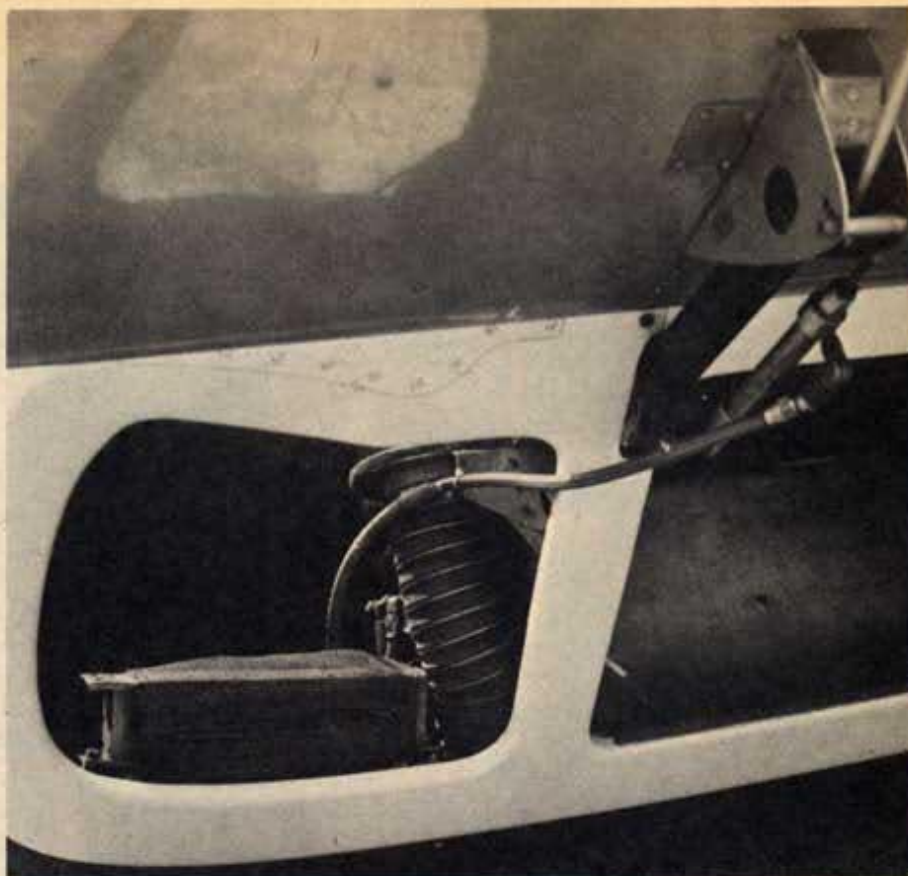


choice of almost every successful Group 7 competitor this year; and the Chaparral's engine, like other Can-Am units, is surprisingly stock. The only internal changes besides a basic blueprinting and painstaking assembly are the camshaft and the use of needle bearing rocker arms. Air is supplied by a unique side draft cast magnesium injection manifold with a Lucas metered flow pump supplying the fuel. This power plant drives the rear wheels through Jim Hall's automatic trans-axle, which is now a three-speed.

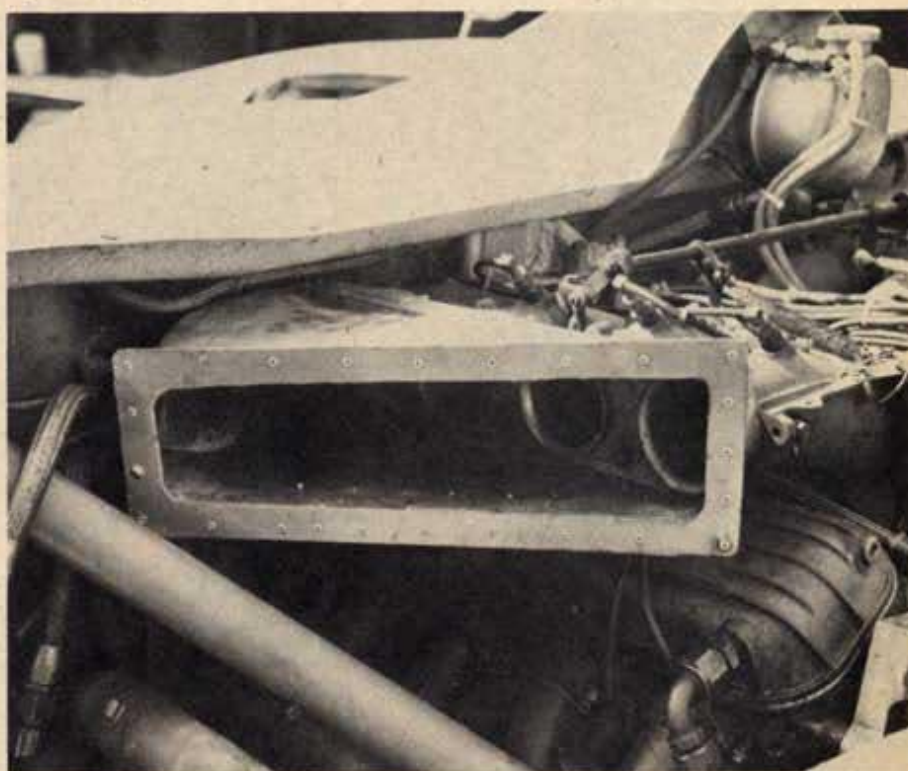
Jim Hall is back in the driver's seat after his crash at last year's Stardust Grand Prix. While he is still convalescing from severe leg injuries, Hall has managed to take over a large portion of the testing, with John Surtees taking his place at the races. Although the 2-H had been under development for over a year, the difficulties of sorting out a car with so many new ideas prevented it from making its debut until the fourth race of the series.

To fill in and prevent John from getting hopelessly behind in the point standings, a Chaparral white M-12 McLaren was used until Edmonton, where the new car finished a creditable fourth. Surtees managed a fifth at the mid-Ohio Grand Prix, and in the next race at Elkhart Lake, retired on the third lap with a flat tire. At that time the 2-H was withdrawn from competition for more testing. The McLaren reappeared until Laguna Seca, when the Chaparral came back sporting an enormous wing looking like a super-modified circuit track racer. But despite the wing's help on the course's slow corners, performance was disappointing. The car lost oil pressure on the pace lap and failed to start the race. Things weren't any better at Riverside with the wing removed for the faster circuit. Surtees started the race on seven cylinders and retired after only four laps. After Riverside, Surtees left the team and Hall put former independent Tom Dutton behind the wheel for the final race at Texas International Speedway. Dutton was lapping very quickly in the first hour of practice, when he spun on the slippery new surface and hit a guard rail broadside, breaking the wheels and crushing the side of the fiberglass tub.

While the track performance of the 2-H, with its many new features, was disappointing, it simply proved to be more of a research vehicle than a racing car. Dutton's crash only gave a dramatic note to the end of the car's competition career, for a new prototype was already in an advanced stage of testing for next year's series.

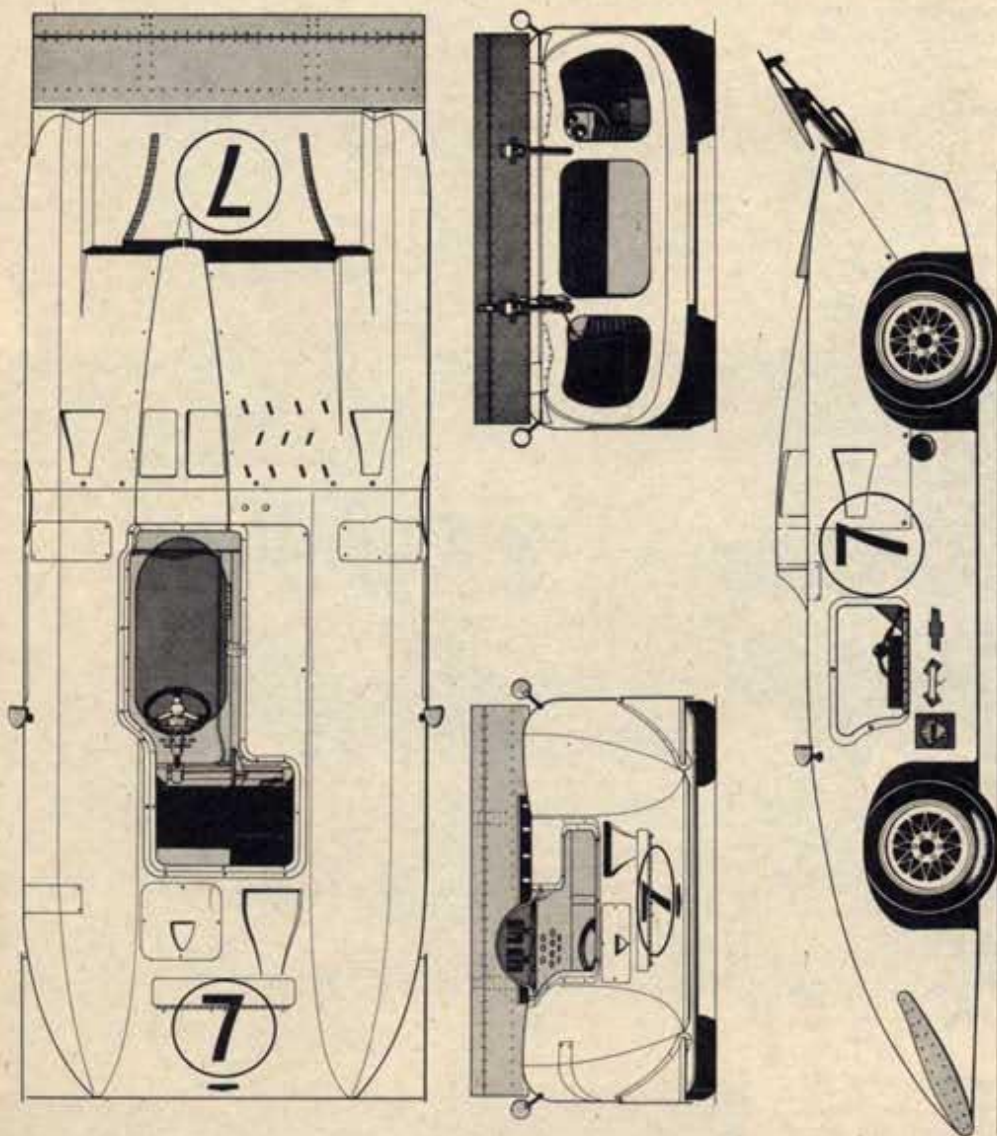


The flipper, unlike previous Chaparrals, is mounted directly to the chassis and is actuated by the driver through a hydraulic cylinder.



A Chevrolet side-draft injection manifold feeds the ZL-1 engine with air supplied to this plenum by NASA scoops on the top and sides of the body.

1/32 SCALE



Each month we receive tons of letters (pounds? Ounces?) and photographs pertaining to the Model of the Month. There are a number of things that you, the entrant, can do to simplify our task.

1. Address the letter to "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3, Los Angeles, Calif. 90064.

2. Include everything that was done to the car other than stock from the kit. Too many of our entries lack the information that others are seeking.

3. Describe the paint scheme and brand of paint.

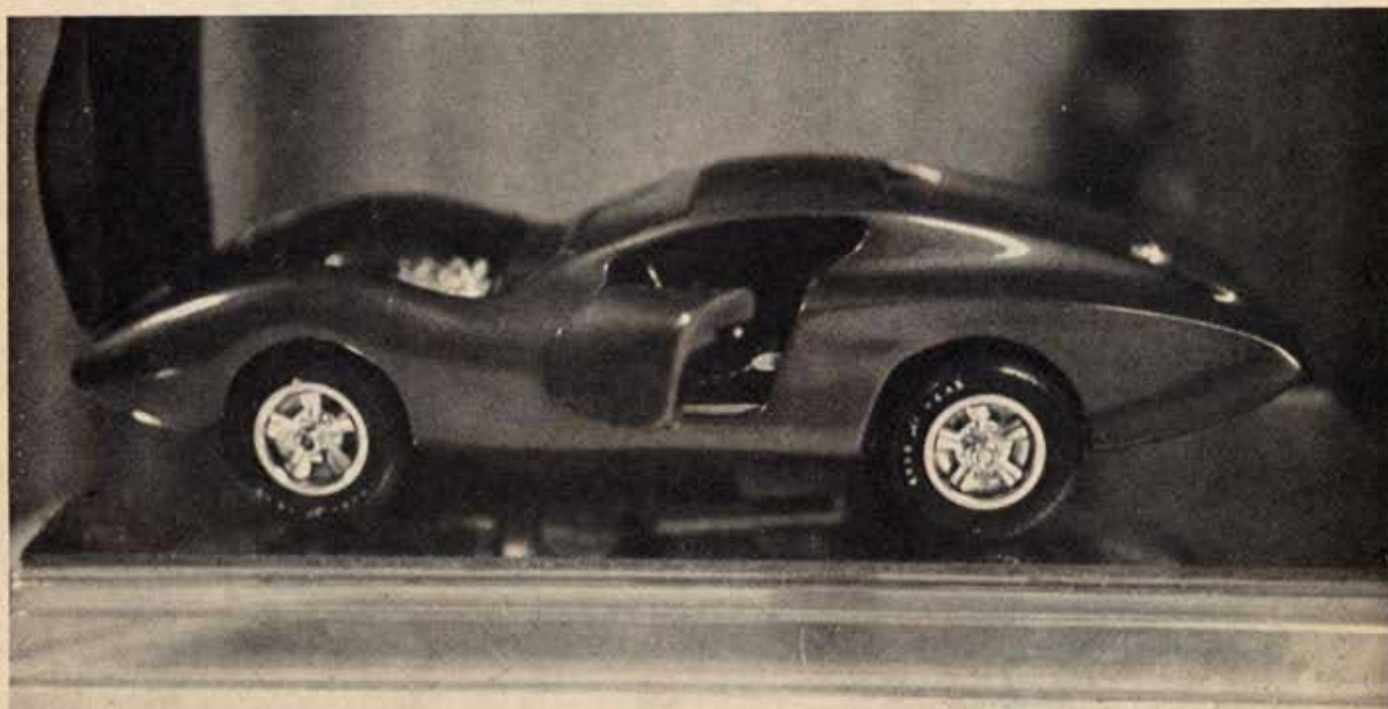
4. If it is possible, please print or typewrite all information.

5. Keep your backgrounds simple and uncluttered.

Model of the Month

HERE'S WHAT YOU CAN WIN!

The first place winner of our Model of the Month contest receives this fantastic Dremel No. 261 Moto-Tool kit — a \$32.95 value! The kit contains the following: Powerful No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench and 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case! A magnificent, life-time tool set that is perfect for modelers.



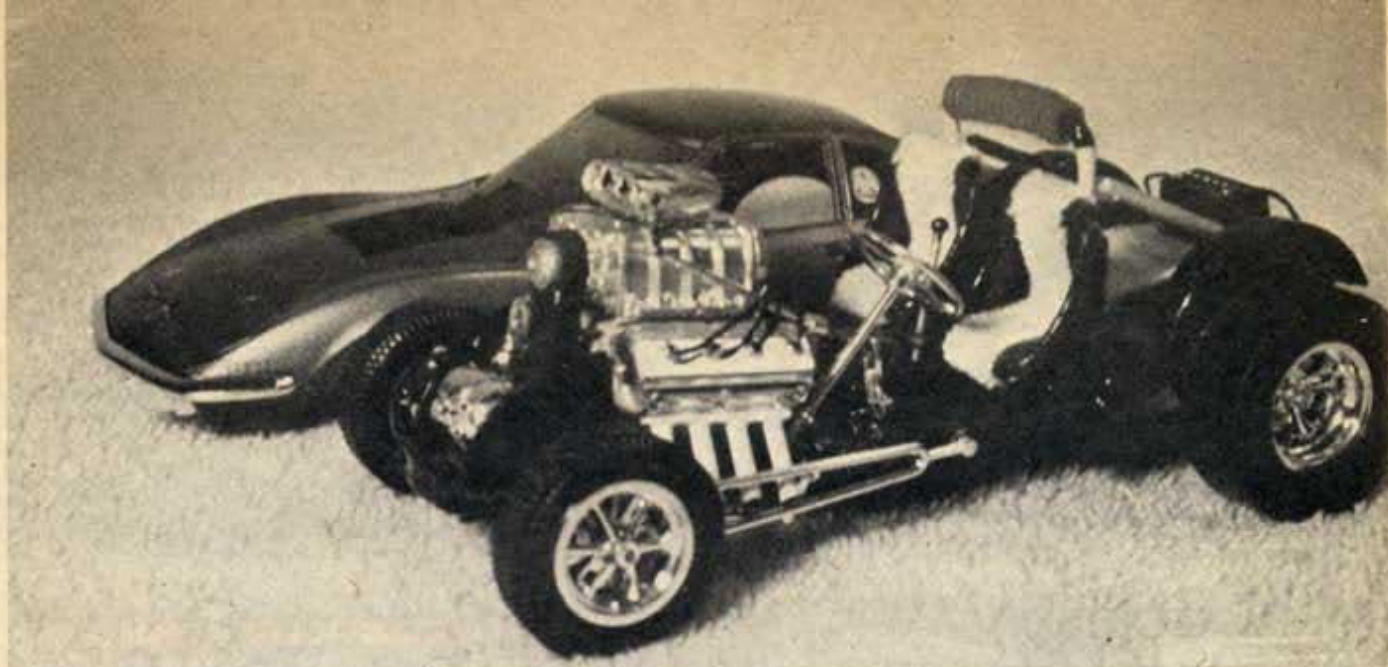
I really envy George Borlase, of 11 Birch Lane, Florham Park, New Jersey 12932, for winning this month's contest and the new Dremel Moto-Tool. The Moto-Tool has always been a must for the serious modeler. George's sports car was scratch built from plastic and body putty. A tubular space frame chassis was built up by soldering lengths of brass welding rod together. The steering and suspension are fully operative. Both doors and the hood open on handmade hinges. Go-power is Mo-Par, in the form of a fully wired Chrysler with eight carbs. The glass-like finish is fire lacquer with several coats of clear. Interior detailing includes a pair of bucket seats and black corduroy upholstery.





Richard Buhr, Ballston Lake, New York, built this beautiful copy of David Pearson's 1969 NASCAR Grand National Championship winning Ford. The car started as an AMT 1969 Ford Torino. The Talladega front end was built from body putty. The stock grill was cut out and replaced with a more streamlined grill. The fenders were cut to lower the front end for streamlining. The two tone body has five coats of gold enamel, with five coats of clear on top, and ten coats of Candy Sapphire Blue on the bottom. The original chassis was replaced with a more detailed Shelby Cobra frame. The Cobra SOHC engine was also used. The steerable wheels and racing suspension were beefed up with double shocks and heavy duty spindles and brakes. The 429 cubic inch engine features an oil cooler, heavy duty radiator, fuel pump and air cleaner. The carb has a complete throttle linkage. The car has ignition, brake and electrical wiring. The interior has a detailed dash, along with differential and water coolers, fire extinguisher, and roll cage. Other details include a scattershield, windshield bracing, gas tank vents, removeable gas cap and lettered Goodyear Blue Streak racing tires. Well Done, Richard!





Luc Daignault of Granada Hills, California, should be a familiar name to MCS readers. We featured one of his clean models in a past issue. Luc's latest creation is an Opel GT Funny Car. The frame is a modified Thames Panel Truck chassis. 392 cubes of Chrysler kick came from Monogram's Sizzler kit with all necessary fuel lines, linkage and wiring added for realism. Jade Green metalflake blended into lime green metalflake add the finishing touch to a great model.

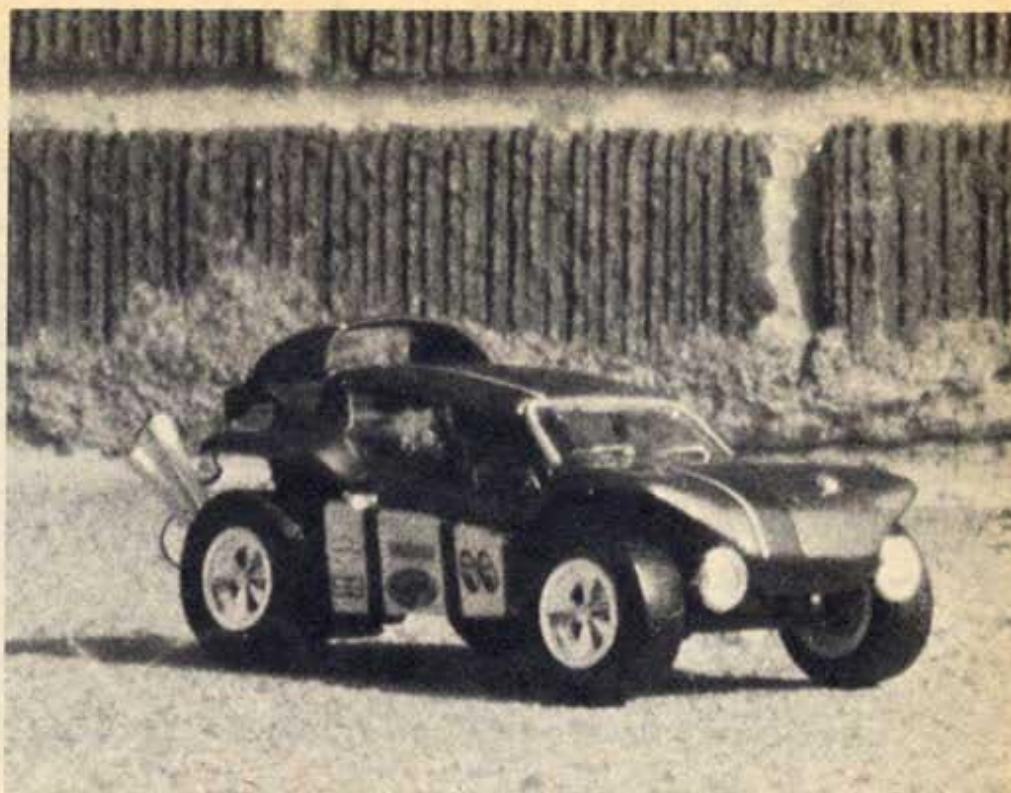


What can you do to customize the wildest show car ever made? Nothing! Monogram's Boot Hill Express was built by Steven Schwartz of Aurora, Illinois, as it comes from the kit, with the exception of superdetailing and five coats of metal flake gold. What makes Steve's car exceptional is the care and detail that he used in building it!

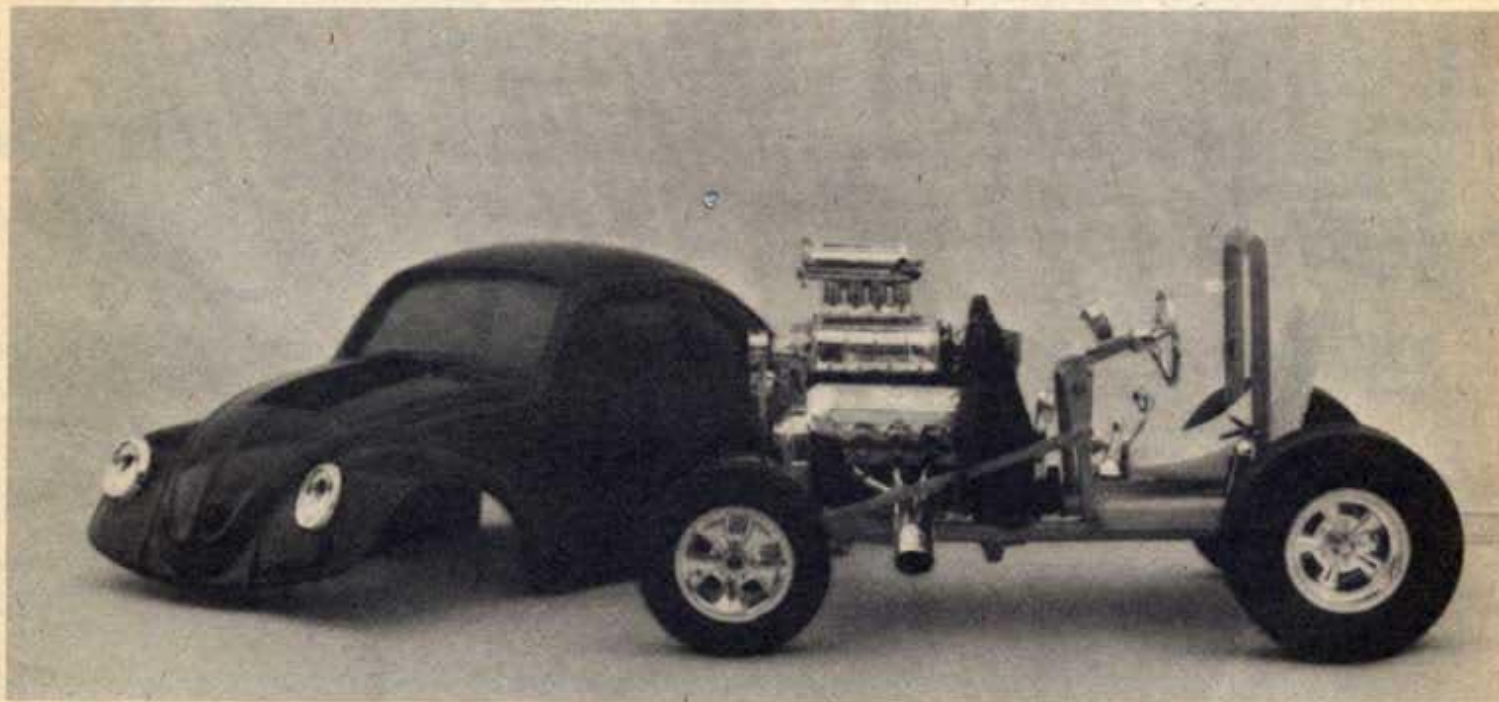




Bob Dorenfield of Pasadena, California, liked our article of "Der Surfin' Wagon" so well that he decided to build his own! Many of the extra detail parts came from IMC's Surfin' Buggy. Body color is Pactra's Radiant Lime, with a simulated vinyl top. Believe it or not, Bob, I've seen a car like yours at the beach in Malibu!



It's nice to know that our articles are appreciated. Ron Hinton of Hamburg, New York, built a model of our "Baja Beastie," which appeared in the January, '69 issue. That spoiler is a nice addition, Ron.



Ingenuity and planning can result in an easy to build model that is very original looking. David Henning of Woodbury, New York, built this wild looking funny car by shortening IMC's funny car chassis to accept AMT's "Super Bug" body. Parts of the engine were pirated from AMT's '33 Willys. Five coats of metalflake burgandy add the show to the go!





MICKEY THOMPSON'S MACH 1

**POWERS
& RILEY
MUSTANG**



M/T AND DANNY ONGAIS DOMINATED FUNNY CAR RACING IN 1969. CAN THEY DO IT IN '70?

Mickey Thompson's name is one of the best recognized in auto racing of all kinds. He's made his mark many times on the Bonneville salt flats, having established several land speed records. He competed with revolutionary machinery on the Indianapolis oval during the famed Memorial Day race. He's raced boats and even competed in drag racing. However, with all this, M/T has never made such an impression as he has for the past year competing with a Mach I Ford funny car.

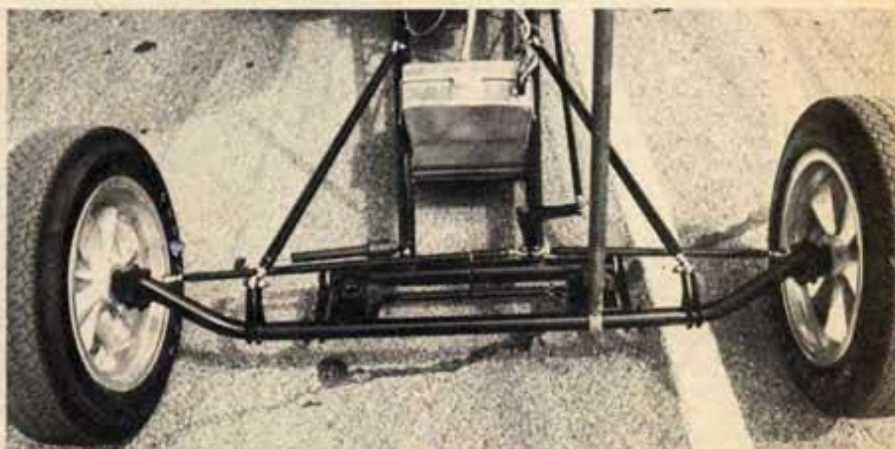
With the factory backing him for the purpose of really wringing out the

well-known but fading SOHC 427-cubic-inch engine, Mickey constructed a unique funny car. It was a complete new design conceived by Mickey and one of California's finest chassis builders, Pat Foster. Then, when Foster completed the car he duplicated it so one could be raced full time and the other used more for experimentation.

For a driver, Danny Ongais was selected. This popular and very skilled drag racer had left his winning AA/F dragster and the sport of drag racing for about a year. However, when he had the chance to get back in, he took it right away. Not only did he take it, he practically took over funny car racing. Ongais has won virtually every big meet in the country over the past year and is the current national record holder at 7.37. This duo which has so dominated its class will enter the new

year with a revolutionary monocoque funny car, the sport's first.

Specifications: Pat Foster chassis, 427 SOHC Ford engine, Hilborn injectors, M/T headers. Best ET 7.31. Best speed 201.00.



THIS 1970 MACH I IS A TEST MACHINE FOR NEW IDEAS.

Well-known midwest dragster competitors Dave Powers and John Riley came up with an entirely new driveline innovation during the 1969 season. They called it the P & R Reverser, and its function was to give direct-drive cars a means of backing up after a burnout. Then, both out of desire to compete among funny cars and to show the advantages of running a funny car with a clutch and reverse gear as opposed to an automatic transmission, the duo built a funny car. It was introduced late in the season at the NHRA Nationals in Indianapolis

and has since been a strong representative of this team's capabilities.

Both Dave Powers and John Riley are talented mechanics, so each handles his share of the skilled labor both on the racing machinery and in their new manufacturing venture. However, when it comes down to race day they change from just a pair of friends working together to a clockwork combination. Dave handles driving duties on both the AA/F dragster and the funny car, though he might change and devote all his attention to the funny car. It's John's responsibility to make sure

everything is in readiness when either car rolls to the starting line. He's also responsible for lining his partner up in the tracks through which he burned out to make that burnout effective. Then it's up to the partner in the machine, and Dave is an extremely talented drag race driver. In fact, since his ability is so natural, he had little or no trouble making the transition from a dragster to the funny car.

Specifications: R & B chassis with torsion front and solid rear suspension, 392 Chrysler engine, Enderle injectors, Jardine headers, Isky cam.

SIXTH MCS—USRA RACE

MIKE STEUBE TAKES THE CHAMPIONSHIP — AGAIN!



Mike Steube has done a repeat performance of last year by again winning the Southern Calif. MCS/USRA Championships! There is no way I can explain how great an accomplishment this is. There is no other area in the world that has so many great slot car racers as Southern California, and to beat this group two years in a row is no easy job. Mike has paid dearly for every point he has received. He doesn't just show up on the day of the race and run all over everybody. He puts in more time practicing than anybody else. He'll also build a minimum of six new cars for every race, always trying something new to get the best possible combination for each track. This takes time and dedication, but together with his natural driving ability and his father's super horsepower motors (and Mike's chassis) he is always the man to beat.

Our race was run at House of Hobbies, 1829 W. Badillo Ave., West Covina, Calif. This is a good track, with the kind of battery power that everyone agrees is ideal. You could run a No. 24 wire motor for two hours, and the brushes and comm would look like new. And there was no sign of any heat in the Parma controllers. But there will always be a couple of guys somewhere that think the way to make a car go fast is to jack up the power. They've never heard of building horsepower into the motor. They'd much rather see everybody cough their

motors in the race.

With the ideal power on this track, most of the guys went to a No. 24 wire motor. There were a few exceptions. One of our newest pros, Rob Speight, was running a 27/28 double wind. His motor was built by Mike Reedy and was as fast as any car on the track. Mike wound it on the new .005 Thorp armature blank. These give much more power and brakes than the old .007 blanks. I ran a Steube No. 24 on the Thorp .005 blank and the power was unreal. I'm not exaggerating when I say I was spinning the tires half way down the straightaway. Of course the armature was getting some help. I had put it in a low profile Bob Green can with a set of new Arco blue dot magnets. What combination! These Arco blue dot magnets should be available by the time you read this. I'm not sure what the trade name will be that Champion will call them, but they'll be ground and polished, and stronger than the Arco DZ. Champion is also making a new low profile motor for these magnets, complete with a new .005 armature that will be a must combination for any serious racer.

I had Lee Gilbert build me a new plate chassis to put my new-found horsepower in. Lee has been running round wire cars lately, but I feel the plate cars are easier for me to drive and they're much more indestructible (which I need). Lee used a Bob Green center section and put on the new two-piece pans and a super-light drop

Main event lineup at House of Hobbies, Dave Grant, on the left, turn marshalling. Then Earl Campbell, Rob Speight, John Anderson, Mike Morrissey, Lee Gilbert, John Stephens (seated), Mike Steube, Bruce Erickson and Steve Bogut.

By Gene Husting
Photos by Al Hall

arm. I was at the track a few nights before the race, trying my car out. I was adding some lead to the pans and drop arm when I walked Lee and told me to take the lead off the drop arm. Lee says the weight is not needed on the drop arm. He wanted to run it a few laps. I naturally agreed. About an hour later, after adding lead and trying different bodies (we ended up with the Champion McLaren), the car was handling out of sight. I think Lee was as happy as I was. He wasn't sure what kind of car he was going to run before, but after driving mine he said he was going home and build two more exactly like it for the race, one for himself and one for Bruce Erickson. They qualified both of theirs in sitout spots for the pro main.

I can tell you're dying to know how I did, so I won't keep you in suspense any longer. I noosed, naturally. My first lap was out of sight, until the last corner that is. I came out in the esses on the next lap. I actually got a time

on the third lap and punched it on the last lap and came out again. My 4.86 wasn't anything to get excited about. But think how Mike Morrissey, Terry Schmid and John Anderson must have felt when I had a better time than theirs! It was kind of a standing joke at the time. I can't say it was their fault though, especially with Morrissey winning two of the warm up races and setting quick time. The problem for everyone was the esses. Would you believe there wasn't one pro or semi-pro that was able to get in all four of his timed laps? I can't remember that ever happening before. Some cars needed glue in certain sections of the esses and other cars needed glue in the opposite sections. Consequently there was some mighty strange gyrations by most of the cars going thru the esses. Even our hero driver, Mike Steube, only got two timed runs, although Mike generally only needs one, anyway. He took quick time again for the umpteenth time with a fantastic 4.45. Only three of the fifteen pros got three timed runs. The rest were evenly split between one or two timed runs. Even with this obstacle, everyone agrees this is a great track to run on.

The locals that are used to running on the track sure showed that there is an advantage running on your home course. Eleven year old Gus Sherrill was one of the quickest of the local amateurs with a great 4.68. To add insult to injury, he got all four of his timed laps with the slowest being a 4.77. Another local that had problems in qualifying but was right at home with eight cars on the track was Zane. Zane won the A consie, the semi, and then went on to take the amateur main, followed in by Rick Shig and Gil Gunderson. The amateurs really enjoy having their own program and appreciate the trophies donated by Zimmerman, GDynamic and Rigger.

Would you believe I was leading the semi-pro semi-main after three heats? Aw c'mon, try to believe it, it was true! I then moved to the outside (hurt) lane and ended up in third place, just over two laps behind the winner, that jet local amateur, Zane. Another local jet semi-pro, Herb Wade, took second, and Steve Meyer took the other move-up spot to the main. I don't know what happened to my car in the main, but Herb Wade was running on the lane next to me and it seemed like every other lap Herb was saying "Hey, Gene, let me by." He was really jetting! He couldn't cut me in the straights but he was really making it in the esses. But somebody that was jetting just a lap and a half better was Dave Kellen, who came thru for his first main event win. Dave was running another one of those Mike Reedy "Reeteez" super-jet motors, and doing a beautiful driving job. Bill Pretzman made his Hetchlet motor purr along for a third place finish, followed in by Ken Kessie with another Reeteez motor.

The pro program started with Mike

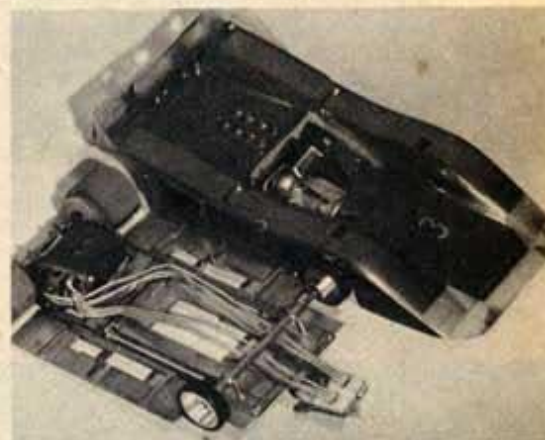
L.A. CHAMPIONSHIP POINT STANDINGS

PLACE	NAME	POINTS
1.	Mike Steube	88
2.	John Anderson	57
3.	Bruce Erickson	56
4.	Lee Gilbert	35
5.	Terry Schmid	27
6.	Mike Kondor	25
7.	Steve Bogut	24
8.	John Cukras	22
8.	Mike Morrissey	22
9.	Phil Rubin	19
10.	Rob Speight	11
11.	Doug Henline	8
11.	Dave Grant	8
12.	Matt Azzara	7
12.	Earl Campbell	7
13.	Bill Steube Jr.	5

Mike Steube, on the right, is being congratulated by Gene Husting for Model Car Science magazine and the United Slot Racers Association, spell out. As "Driver of the Year in 1969." Mike also received this award in 1968! Mike will receive a beautiful engraved cup for his achievements when the series is over, but he already has enough points that no one can catch him. There isn't any doubt that Mike Steube is deserving of this award in Southern California and I feel that it should include the whole world. Jerry Brady, who is the accepted top driver on the East Coast, has been beaten by Mike in four of their six encounters.

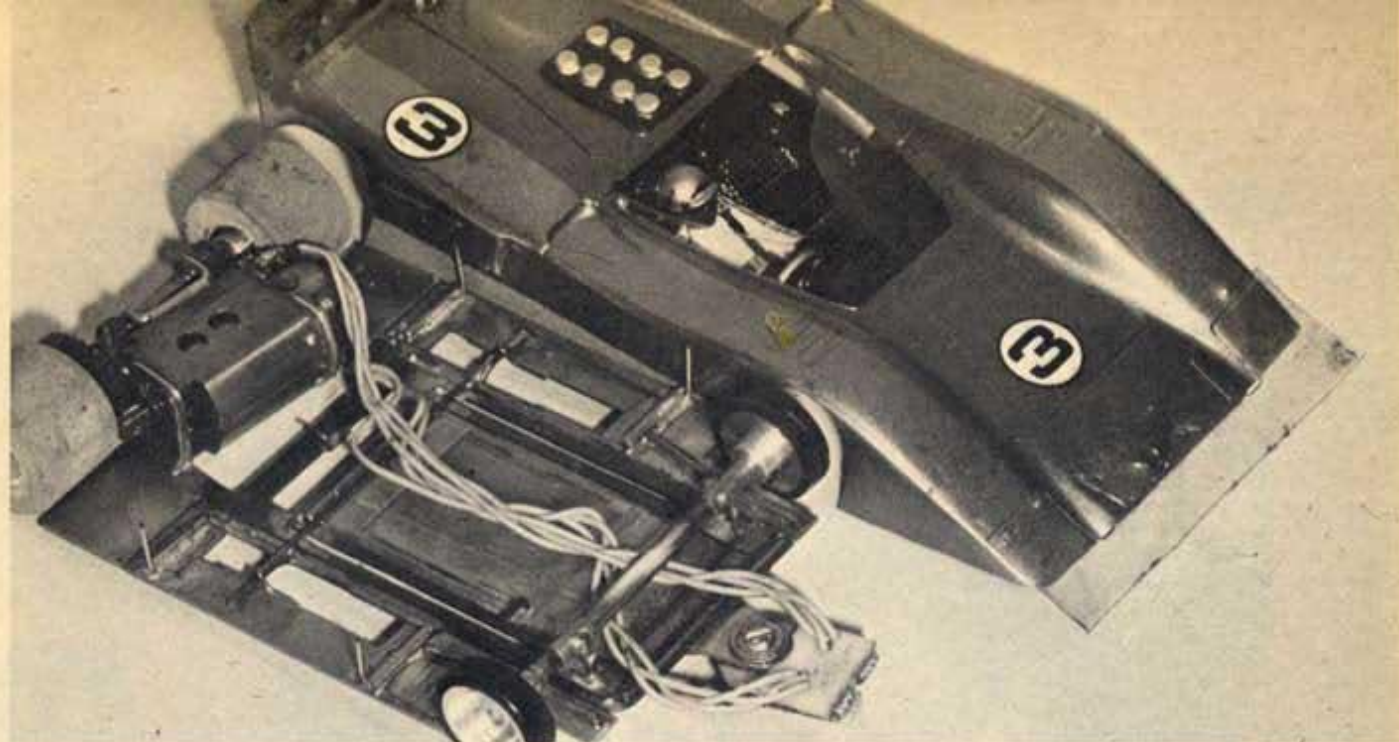


The fastest and best handling car on the track was a product of Mike Steube. Mike built himself a rather conventional chassis after having tried a few trick chassis. This one is .055 rod with lead added to the bat pans. Mike used a 3/32" smaller front axle instead of the conventional 1/8". Power came from a Bob Green can that Bill Steube had built, using Arco magnets and the new Thorp .005 armature blanks. All of Bill's balancing on his armatures is by Thorp. Steube tires, front and rear, as well as gear and pickup was used.



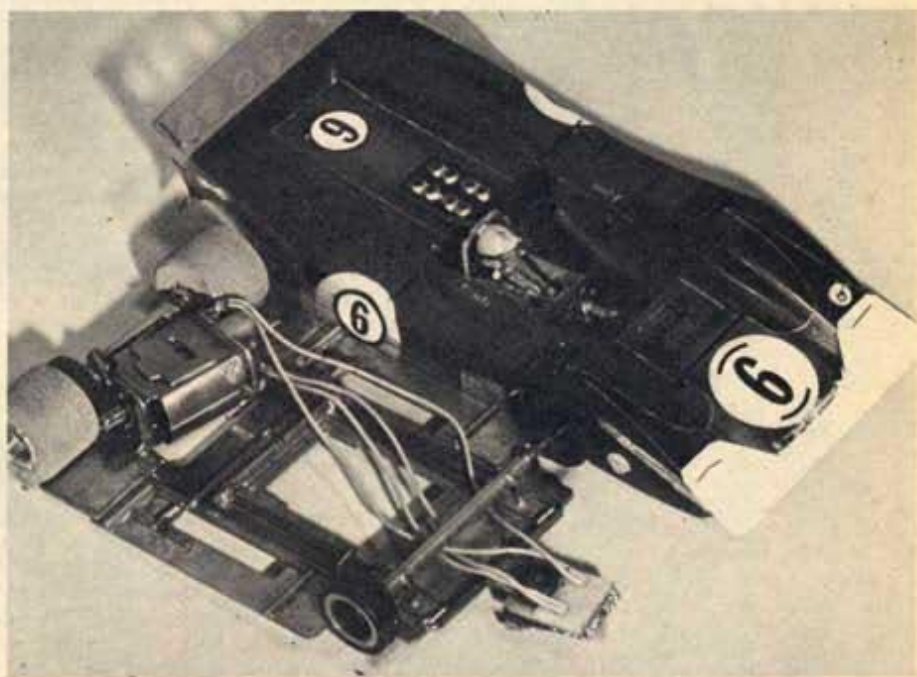
One of the best handling cars in the race was Bruce Erickson's second place car, built by Lee Gilbert. Lee used a Bob Green steel plate center section. It has the two piece bat pans. The front part of the bat pans are conventional, but the pans are cut in two at the forward edge of the motor, and then the back sections are soldered solid to the frame. The drop arm is super light. Power comes from a Bob Green can set up by Lee, using a Certus armature.





John Anderson took third place with this Zimmerman - Howard chassis. John has been running plate cars exclusively. Motor is a much modified Mura "B" by Zimmerman. Pete now has his own armature balancer and is offering this service to his customers. Pete is also painting bodies and John's Dynamic McLaren body was painted by Pete. He must be doing a pretty good job, as John won concours with Earl Campbell second and Lee Gilbert third.

Rob Speight, running for Team Reeteetz, took fourth place with this Dave Howard plate chassis. Dave has been building some beautiful chassis and placed two of them in the main. Rob's power came from a Bob Green can, set up by Mike Reedy. Mike wound a super fast 27/28 double wind on the new fantastic Thorp .005 armature blanks. Seven of the eight cans in the race were by Bob Green and six of the eight bodies were Champion McLarens.



NAME	TEAM	E.T.	LAPS	BODY TYPE	MOTOR CAN	ARMATURE	WIRE	MAGNETS
MIKE STEUBE	CHECKPOINT	4.45	498	CHAMPION MCLAREN	GREEN	STEUBE	24	STEUBE ARCOS
BRUCE ERICKSON	DYNAMIC	4.50	482	MCLAREN	GREEN	CERTUS	24	ARCOS
JOHN ANDERSON	ZIMMERMAN	4.87	477	DYNAMIC MCLAREN	MURA	ZIMMERMAN	27/28	MURA
ROB SPEIGHT	REETEEZ	4.68	477	CHAMPION MCLAREN	GREEN	REETEEZ	27/28	ARCOS
MIKE MORRISSEY		4.87	466	DYNAMIC MCLAREN	GREEN	THORP	24	ARCOS
LEE GILBERT	CERTUS	4.59	463	CHAMPION MCLAREN	GREEN	CERTUS	24	ARCOS
EARL CAMPBELL	SPEED & SPORT	4.63	455	CHAMPION MCLAREN	GREEN	REETEEZ	24	ARCOS
STEVE BOGUT		4.56	410	CHAMPION MCLAREN	GREEN	ZIMMERMAN	24	ARCOS

Morrissey and John Anderson getting with it and making the moveup out of the A consie. That's right, the A consie! The semi-main was one of those real tight races with the first four places being less than two laps apart. Earl Campbell took this with less than a lap ahead of Rob Speight, who was less than a lap ahead of John Anderson and Mike Morrissey for the moveups.

The pro main promised to be very fast. At the end of the first heat, Steve Bogut who had looked real good in practice, had the lead. By the end of the third heat Mike Steube had the lead, and that was the last anybody saw of him. He had the perfect combination in horsepower and handling for the track, and he put it to excellent use. He also had that certain amount of luck that is always helpful. I saw him hit another car on two different occasions going full blast down the straightaway, putting Mike's car on the floor. His car was put back on the track and ran as good as ever. If it would've been Phil Rubin in the same situation, Phil would have been totally demolished. But that's racing. Bruce Erickson seemed to be hurting a little for power, but he made up for it in driving and the car handling to take second place. John Anderson came up from the consie to take third place. John and Bruce are now only one point apart in the points standings. With one more race left, that should be pretty exciting for them. Rob Speight, in his best finish ever, put his Reeteez bomb in fourth place. This win came at a rather opportune time for Mike. He's started to for Associated, so they've come out with a new line of Steube products (Do not confuse these with the Checkpoint products.) The new Steube tires are entirely different from the old Associated line. They're even from a different manufacturer. With Mike in there to do all the testing, we should be able to look forward to some more new great products from Associated.

PRO SEMI-MAIN

PLACE	NAME	LAPS	E.T.
1.	Earl Campbell	236	4.63
2.	Rob Speight	235	4.68
3.	John Anderson	234	4.87
4.	Mike Morrissey	234	4.87
5.	Bill Steube	233	4.65
6.	Mike Kondor	231	4.73
7.	John Stephans	228	4.67
8.	Matt Azzara	224	4.60

SEMI-PRO MAIN

1.	Dave Kellen	466	4.64
2.	Herb Wade	464	4.75
3.	Bill Pretzman	459	4.58
4.	Ken Kessie	456	4.62
5.	Tom Hansen	450	4.68
6.	Gene Husting	431	4.86
7.	Zane	407	5.04
8.	Steve Meyer	173	4.94

SEMI-PRO SEMI-MAIN

1.	Zane	225	5.04
2.	Herb Wade	224	4.75
3.	Gene Husting	222	4.86
4.	Steve Meyer	220	4.94
5.	Steve Hetchler	215	5.09
6.	Bob Green	211	4.85
7.	Rick Shig	206	4.91
8.	Tom Eatherly	200	4.94

AMATEUR MAIN

1.	Zane	454	5.04
2.	Rick Shig	441	4.91
3.	Gil Gunderson	434	4.75
4.	Stretch	423	5.01
5.	Bob Bernhard	356	4.59
6.	Gus Sherrill	288	4.68
7.	Scott Henry	279	4.82
8.	Scott MacLaughlin	125	4.94

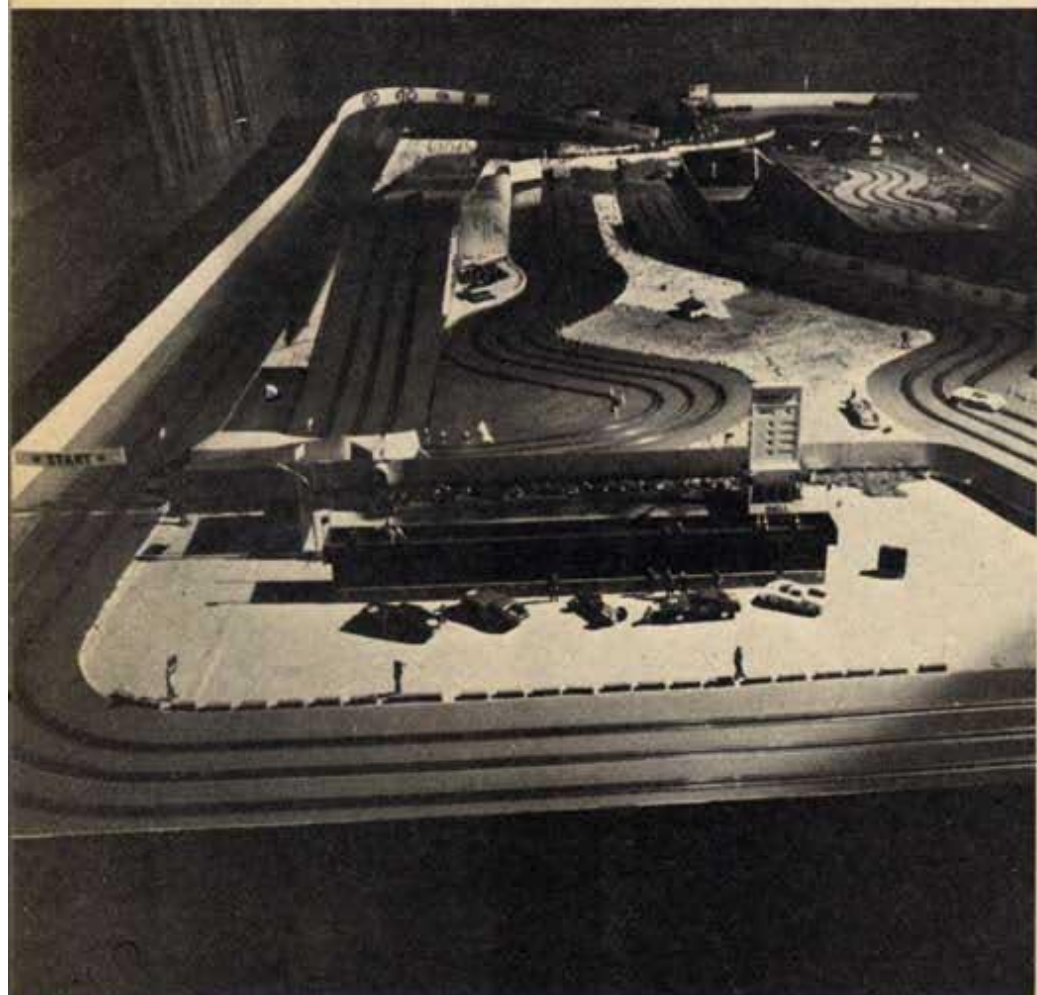
CHASSIS	FRONT TIRES	REAR TIRES	TIRE GOOP	GEARS & RATIO	CONTOLLER	PICKUP
STEUBE	STEUBE	STEUBE	STEUBE	STEUBE 7-35	GORSKI	STEUBE JET FLAG
GILBERT	DYNAMIC	DYNAMIC	ERICKSON	7-34 COX	GREEN	CHAMPION
ZIMMERMAN	RIGGEN	RIGGEN	ZIMMERMAN	7-34 COX	PARMA	SIMCO
HOWARD	ASSOCIATED	STEUBE	SPEIGHT	7-34 COX	GORSKI	STEUBE
MORRISSEY	STEUBE	STEUBE	SPEIGHT	ASSOCIATED 7-35	PARMA	STEUBE
GILBERT	RIBBEN	DYNAMIC	DART	COX 7-34	GILBERT	CHAMPION
GILBERT	ASSOCIATED	DYNAMIC	ERICKSON	ASSOCIATED 7-35	PARMA	SIMCO
HOWARD	RIGGEN	STEUBE	ZIMMERMAN	COX 7-34	GORSKI	CHAMPION

ENTER THIS NEW CONTEST FOR 1/32 AND 1/24 SCALE HOME TRACKS AND WIN A ONE YEAR SUBSCRIPTION TO MCS!

HOW TO ENTER THIS CONTEST

Simply take a few good clear black and white photos of your home track and send them to: The Contest Editor, Dept. H, *Model Car Science*, 131 Barrington Place, Los Angeles, Calif. 90049. Include a brief description of the track's features (lap length, table size, number of lanes, materials used to build it, etc.). This contest is for 1/32 and/or 1/24 scale tracks only. If you want to enter an H.O. scale track, enter through "Small Stuff," elsewhere in this issue. Good luck!

THE HOME LAYOUT OF THE MONTH



The winner of the one year subscription to *Model Car Science* for the best home layout of the month is Dick White, 761 Underhill Drive, Ladner, B.C., Canada. Dick's magnificent three-lane basement track is a real driver's course. It took him approximately four months to bring the track to the stage shown here, with the help of his fellow club members.

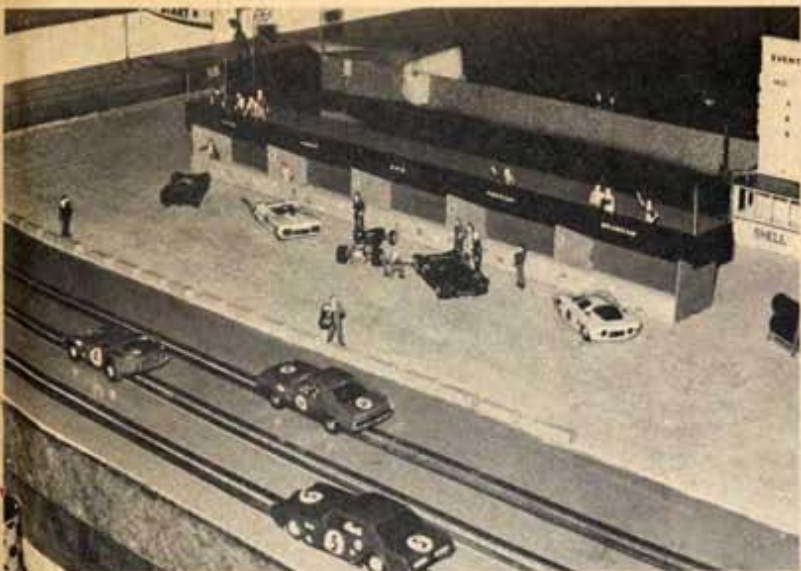
The track, named "Tsawwassen Glen," after the area Dick lives in, is a difficult one to drive. Only one turn is banked; the rest are flat. There are the usual esses, and a few wicked decreasing radius turns to catch the unsuspecting (or over-enthusiastic) driver. One turn, in fact, has a reverse camber corner, with the inside lane being only a six inch radius. Lap times are in the area of 10-1/2 to 11 seconds — really hauling on a 125' per lap layout!

Dick belongs to a ten member club, which includes one other track of 96' lap length. Meets are alternated between these two tracks. The club members race 1/32 scale scratchbuilt cars with "plumber" chassis, sidewinders being the most effective. All formula cars, however, are inline, with a restriction so that only the 1340 type motor can be used. The cars are run to scale, and must incorporate roll bars, driving mirrors, etc. The club meets once a week, with each individual running a car painted in his own racing colors. Three sets of races are run each week in GT, Sports and Grand Prix. Points are awarded on a nine, six, four basis for first, second and third place. Each class is totalled, then a grand total to determine the overall winner. They also use a handicap system based on each driver's previous race average, so there are "gross" and "net" winners each week. Sounds like a very fair, interesting way to race.

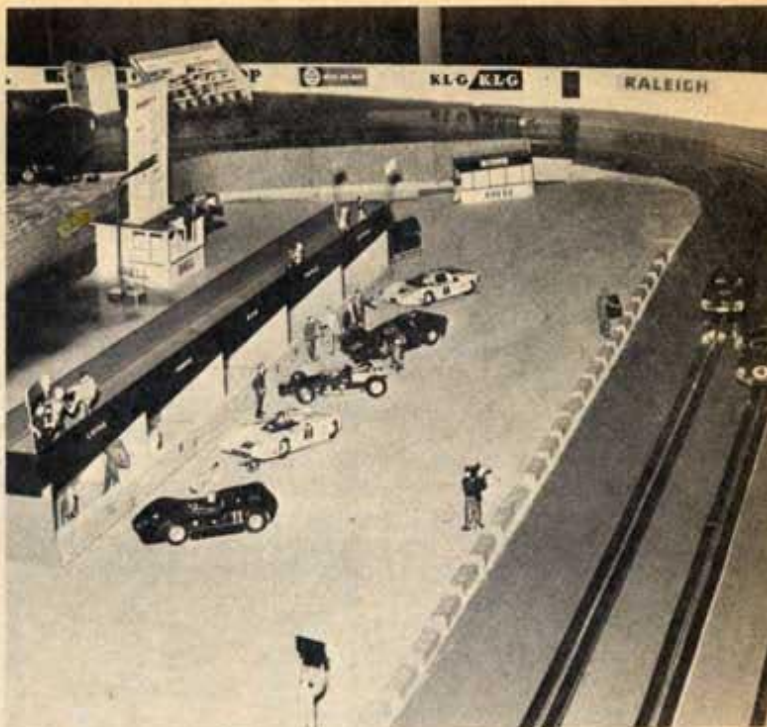
It's club tracks (and clubs) like this one that makes model car racing the great hobby/sport that it is. Congratulations, Dick. You have a magnificent layout.



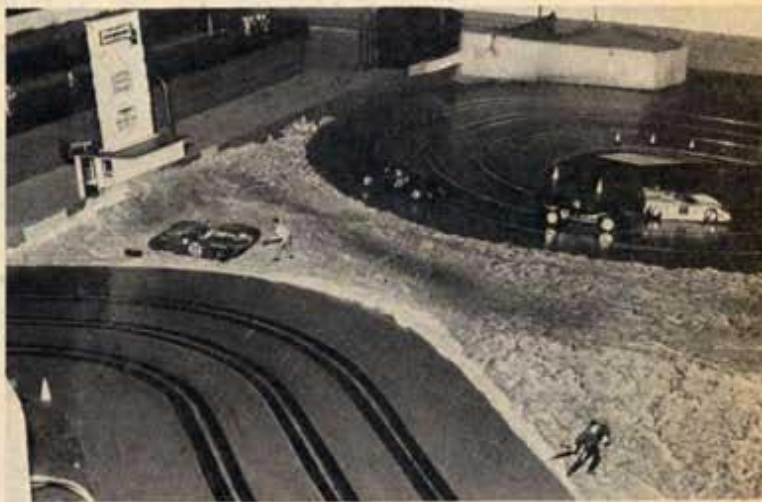
Dick White's 1/32 scale home layout measures 28' x 14', with a lap length of approximately 125 feet per lane. The base of the running surface is 1/8" hardboard, with the top layer (four pieces cut right through) 1/4" hardboard, woodscrewed to the base. Two coats of filler were applied, with two coats of grey porchpaint over that. 3M adhesive copper tape was used for track conductor.



Scenery is gradually being applied to the layout. Electrics include a 12 volt auto battery; lap counters; a timer; fuses (3 amp); and switches at each of the three driving positions that enable the driver to shut off power to all lanes after coming out of the slot.



The tricky layout is a real challenge to drivers, with one banked turn, the rest flat. Besides the esses, there are decreasing radius curves and even one reverse camber killer! All machines are strictly scale and authentic.



One of the major advantages of a portable home raceway set, as compared to more permanent hand-made slot car tracks, is the fact that the home raceway set allows you a choice of track plans with a minimum of fuss. Most of the smaller home raceway sets have just enough track sections for an oval or figure "8" plan. The purchase of a few extra sections of track will allow you to vary the track plan into a variety of shapes. The only problem here is in determining just what track sections to purchase.

The designers at Revell have thought out this same problem for owners of their brand of home raceway sets. After assembling literally thousands of different raceways, using the basic straight, curved and banked curve track sections, these people know just what sections will add the greatest variety of alternate track plans

to any of the basic Revell sets. Over a hundred of their "better ideas" in home raceway plans are included in the 50 cent Revell "Track Layout Manual." Your local dealer should have the book in stock, or it can be ordered by mail direct from Revell, Inc., 4253 Glencoe Ave., Dept. SP, Venice, California 90291.

When the Revell designers looked over the hundreds of plans that had been suggested for their "Layout Manual," they noticed that a specific quantity and combination of extra track pieces would allow a maximum variety of track plans for any of their sets. This "set" of five straight track sections (a straight "chicane" track section and four 14" radius curved track sections) is included in the new Revell "Track Expander Pack," along with a set of one-piece bridge piers for elevating the track and crash fences for

all four curved track sections. The "Revell Track Layout Manual" is also included in the "Track Expander Pack," all at far less cost than if you were to purchase the pack's contents as separate items. The pack offers a proven set of different track plans for any Revell set and saves you money too.

The "Revell Track Layout Manual," whether you purchase it in the "Track Expander Pack" or by itself, is a worthwhile investment for any home set racer. The book shows you how and where to add straight track, curved track, banked track, and the "Track Expander Pack" among the hundred-plus plans. Four-lane layouts and special ultra-compact layouts are also illustrated. In all, enough different home raceway ideas to keep you and your friends and/or club members busy for several racing seasons.

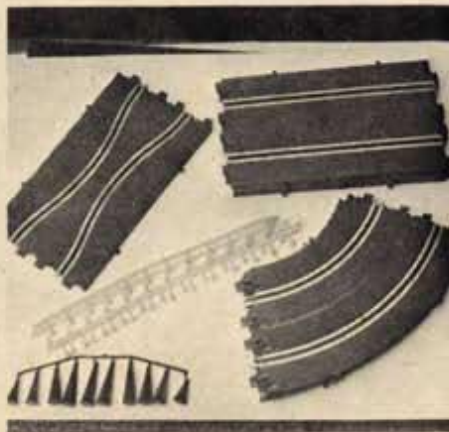
Want a bigger track? Well, then

E-X-P-A-N-D!

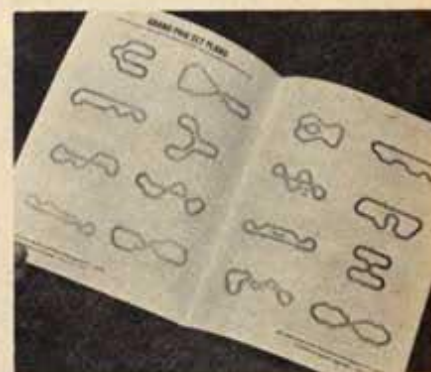
By
Robert Schleicher



Revell's new "Track Expander Pack" contains engineer-selected set of curved and straight track sections, track-support piers, and crash fence to provide the greatest variety of alternate track plans at a cost lower than the value of the contents of the "pack."

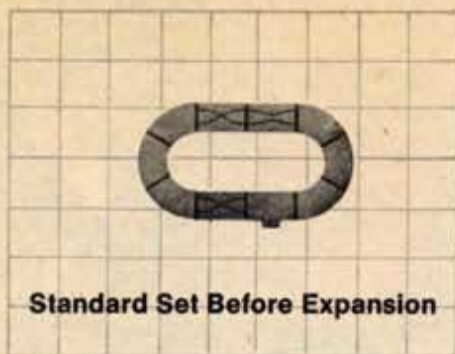


With minor paint and decal details the Revell 1/32 scale Corvette can be a near-exact copy of the car that competed in the '68 Daytona 24 hour race.

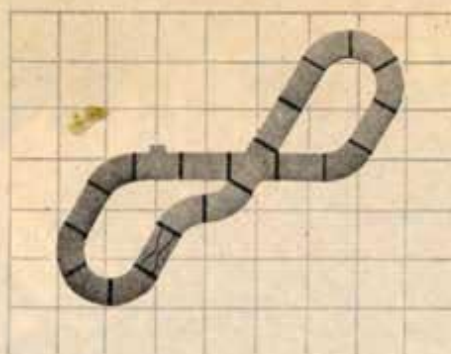


The 50 cent "Revell Track Layout Manual" shows over 100 combinations of Revell sets, Track Expander Packs, straight, curved and banked track sections for a wide choice of home raceway plans.

LE MANS & NOVA EXPANSION PLANS



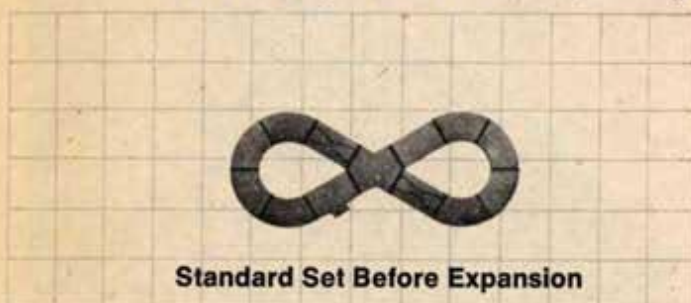
Standard Set Before Expansion



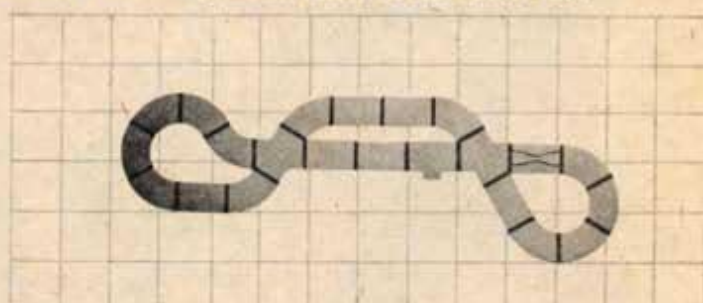
"Track Expander Pack" will extend the basic Revell oval "LeMans" or "Nova" sets into this figure "8" or a choice of 13 alternate home raceway plans.

GRAN TURISIMO, ENDURO, EMPIRE SET PLANS

All of these layouts can be built by adding the R3629 Track Expander Pack to the basic set.



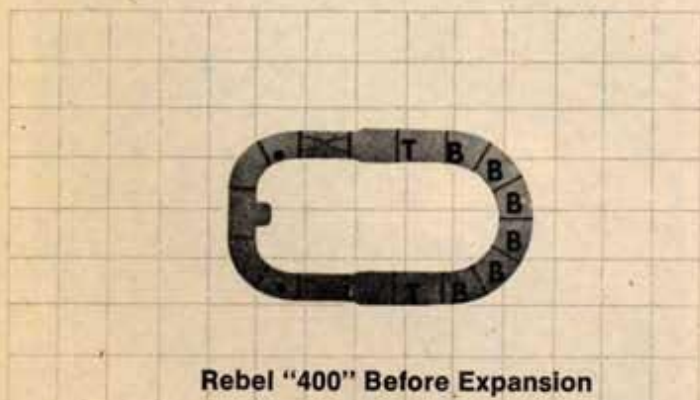
Standard Set Before Expansion



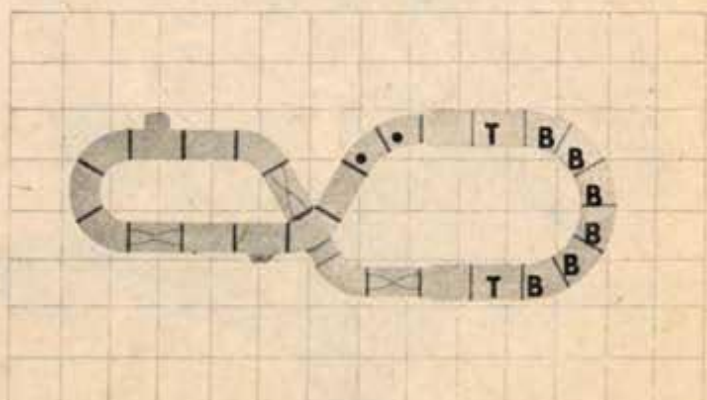
Revell's figure "8" "Gran Turismo," "Enduro," and "Empire" basic oval sets can be extended into this unusual plan or 20 other alternate home raceways.

REBEL "400" SET PLANS

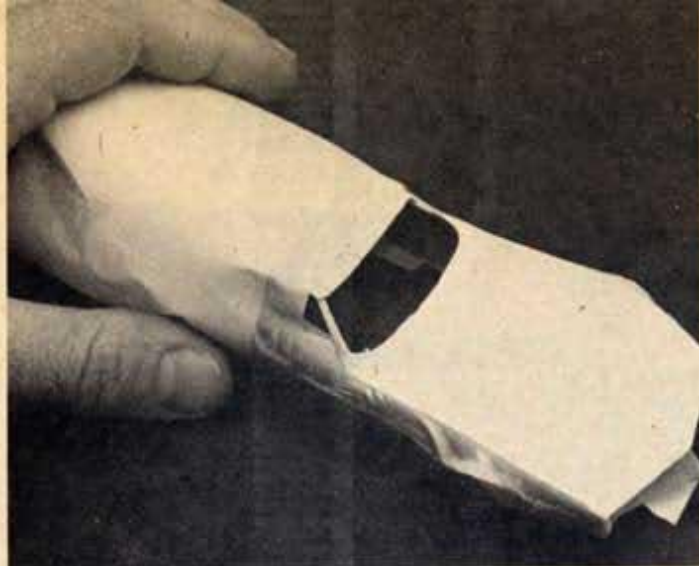
All of these layouts can be built by adding the R3629 Track Expander Pack to the basic set.



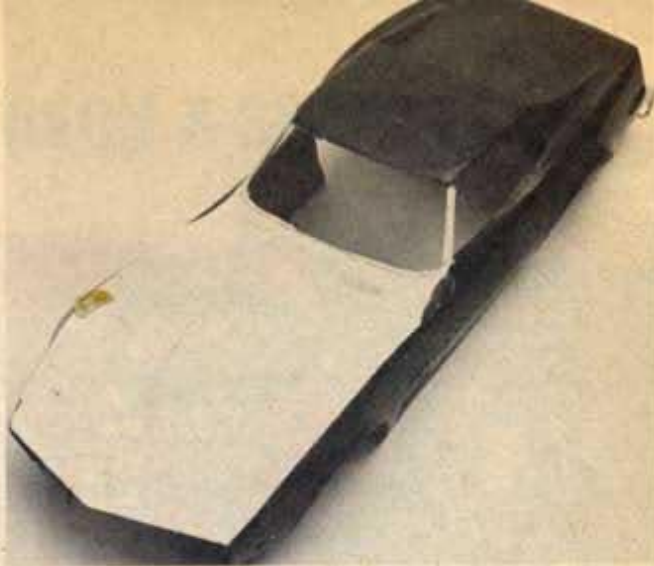
Rebel "400" Before Expansion



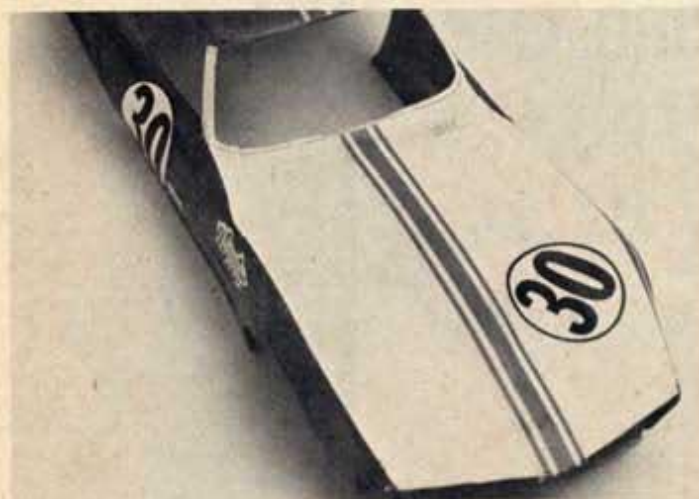
Home raceways assembled from Revell's "Rebel 400" set plus their "Track Expander Pack" can form this figure "8" or one of 14 other different layouts.



Remove the body from the chassis and pry off the interior and chrome with a screwdriver. Mask off the hood area to the edges of the fenders with Scotch "Magic" tape.



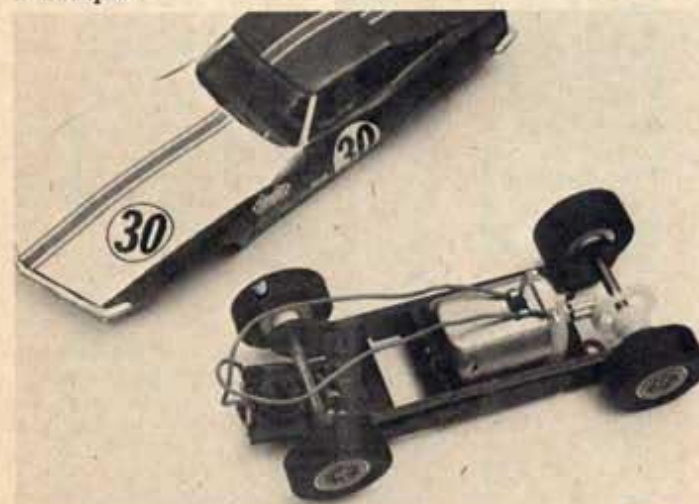
Roughen the areas to be painted with No. 500 wet-or-dry sandpaper; then spray on white lacquer. When paint is dry, carefully remove the "Magic" tape. Paint trim silver.



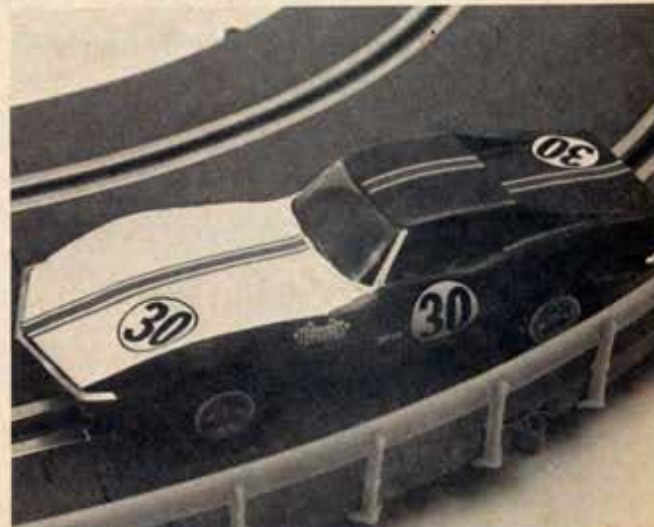
Number and red stripe decals are left-overs from other 1/32 scale shelf model kits. No. 30 'Vette at '68 Daytona race was blue with white hood, red stripes.



Press the chrome trim, windows and interior back onto their tabs. Driver should be painted before interior is installed; balance of interior flat black.



Double-check chassis to be sure both axles are free to spin, gear is in mesh, and each tire fitted squarely on its wheel. Leave body screws 1/4-turn loose.



With body mounted on chassis, our 'Vette is a perfect match for full-size Daytona racer. Ready-to-run Revell home raceway Corvette is \$6.00.

SMALL STUFF

Address correspondence to: Bill Von Staden, 77 Sherman Avenue, Jersey City, N.J. 07307.

The air erupted with the sound of "Snoopy's" first burnout. It fried the tires through the cleaning fluid, and as it got sideways, Rick Hanmore backed off. Again Rick pulled the Toronado up just behind the juice. He punched it and quickly lifted, cleaning the silicones and stopping inches short of the starting line. A few quick "blips" of the on-off switch and "Snoopy" was staged.

Then "The Baron" came to life. After two lengthy tire destroying burnouts, Louie Ponessi brought "The Baron" to the line. The "Christmas tree" did its thing. At the first hint of green, "Snoopy" let loose, "The Baron" trailing but really flying. Hanmore stretched his lead in mid-range, and by the finish line had almost a three foot lead. Less than three minutes later the cars are again staged and ready to go, but in opposite lanes. Again Hanmore leaves first, only to glance back at the glowing foul bulb in his lane - he lost, and it's one up. Then the final: Louie, know to leave too early under pressure, resists fouling, but in doing so allows Hanmore to leave first, the most important thing, and loses by a sizeable margin. All this even though both cars are almost even in speed. Rick has won his race and is allowed to advance to round two.

This is the fast moving world of drag racing.

The scene is the HO Drag Racing Association's eleventh meet. For this meet, competition was held in the three class of the funny car division. Super Funny(Car S/FC) is for rewind powered cars running silicone type tires. A/Funny Car A/FC) is for either rewind power cars without silicones, or stock powered cars using silicones. B/FC allows neither rewinds or silicones. Above all, the rules state that all cars must be realistic in appearance. This means black tires, class looking paint jobs, etc.

Earlier in the meet, Louie Ponessi had beaten his opponent in the semi-finals for the B/FC class. Still, his car, "Wild One," was not up to holding off the top end charge of a lengthed Torino called "Mudcat V." The Mudcat, owned and operated by yours truly, had arrived at the final by

downing Bob Cohen's "Rat Trap" Torino.

Also run off earlier was the A/FC class. The opener was a hard-fought run between my "Hawaiian" Charger and Cohen's fantastic multi-color Firebird "Wrath." When I said "hard-fought" run I really meant two-out-of-three race. On the first run the Hawaiian offered Cohen very little resistance. It stalled one length off the line due to a cooked pickup from a burnout. In runs two and three it came to life with two healthy wins over Wrath. Following that, Mark Barnum wheeled a Daytona Charger named "One Step Beyond" to a two-straight victory over Ponessi's "Instant Insanity" Mustang. Next Cohen dropped one to Hanmore's "Outcast" while driving a joint effort Cohen-Von Staden car "Rampage."

"Hawaiian" drew the bye (single run made due to odd number of cars in competition) in the semi-final, while "Outcast" ran "One Step Beyond." Hanmore picked up the win handily with "Outcast" and had to face the "Hawaiian" for the gold. Both cars were equipped with rewinds and non-silicone tires. But Rick just sat and boiled while "Hawaiian," running 1/4" AJs sponge, took off. Rick was happy winning the runner-up goodies. He had won concours and this only added to his pile of winnings.

To continue with the S/FC eliminations, the race following "Snoopy" vs. "The Baron" was between Bob Cohen and I. Bob rolled out his Barracuda (yes, you read it right) called "Fire." It was to race my lengthened Camaro "Outasite." The Camaro was ailing, and "Fire" got to it two straight, getting a pass to round two. "Purple Haze II," Hanmore's concours winning Torino faced the BVS "Boss Hoss" next. "Haze" was too new, started only two days prior to the meet, and the Mustang easily had him covered. Another new car, Mark Barnum's "Yankee Peddler" Firebird, went down to the other BVS Mustang "Super Hoss." The 'stang took it easily, shutting off early for both wins. The semi-finals were over in a hurry. "Fire" put away the "Boss Hoss" in two straight, while "Super Hoss" unloaded on "Snoopy" the same way. So the final pitted "Fire," a wildly painted, LaGanke-powered Barracuda against a lengthened, LaGanke powered Mustang. Cohen's bid for the title was ended in a decisive one-two victory for "Super Hoss."

On behalf of the HODRA, I would like to thank Twinn-K, Champion of Chamblee, and Hobby House, whose prizes made the meet even more of a success.

Road racers take notes

Please accept the fact that HO drag racing exists, too. It is just as much a part of HO racing as road racing is. Dragging may not be as popular, but it deserves some space. Up until now I

feel there has been a period of neglect to HO drag racing. I don't intend to turn this into a drag column, but we can all live together, and learn from one another.

A little about rewinds, and things.

Surprise, surprise! The Mura HO armature is NOT a rewind. It is a polished and balanced stock armature. It is said that Mura might come out with a real rewind. Until then, take your three bucks and buy another amature. For that much, you deserve a rewind.

As long as I mentioned rewinds, Hobby House (1312 N. 18th, Monroe, La., 71201) is offering three special Tiger Arms from LaGanke. They are: a 240 of No. 37 for short road tracks; a 195 of No. 36 for long road tracks; and a hot 125 of No. 35 for drag racing. I've had a chance to work with each of them, and they're something. ARCO magnets are not absolutely necessary with these arms, but they are needed to get the most out of them. The armatures go for four bucks each, plus postage from Hobby House. Also available are new "low profile" tires in black and white for just \$.60 a pair. They are about as wide as AJs 007's, but smaller in diameter.

From LaGanke comes the LaSano brush tube kit. What it is, is an adjustable Pat Dennis commutator brush system, for \$2. Tension on the brushes (a major part of tuning a car) is adjusted by screwing the base plate up or down. Above the base plate is tiny coil spring on which the brush rests. Formula I size brushes must be used because regular T-Jet brushes are too big. LaGanke has the FI brushes available separately in both copper and silver. You may pull all your hair out trying to adjust this thing. (If you're already bald, feel free!) If we ever do get the knack of this, it might prove itself a real asset. It does take some of the guesswork out of this important phase of tuning an HO car.

It's getting hard to believe

You know, I get a lot of letters I don't believe. Some people write to me and ask which they should buy first, a rewind or a pair of silicones. Other just can't understand why their car doesn't fly since they put magnet shims in it! Guys, what are you going to do with a rewind's power if you can't get it to the ground? When you first get a car you should shim the magnets, add a little tension on the brushes (by bending the arms up slightly), and a little oil. The next step costs money-silicone tires. Then you have to make an effort to lower your center of gravity. Any of the popular brass pans will do a good job. Now, and only now, are you ready for that rewind. A smart move would be buying an Aurora "Wild One" right off.

continued on page 66

NAMRA's "scale nuts" had been looking forward to this one for some time, because it was to be good 1/32 Sport and GT class racing, and it was to be held on one of the finest 1/32 tracks in the country.

The track, the fast LIMERA home course in Glen Cove, New York, was ready with its glossy surface and super power. This is the same track that annually hosts the NAMRA 500 Invitational, and it was ready and fast. Despite the popularity of this event, the point standings at this time of the season always pretty much tells you the way its going to go, and so a toll of drivers is always taken. They show without question, but many merely to spectate and lend a hand. So It's pretty much guaranteed that those who run will be the very fastest, and one can be sure that no quarter is ever asked nor given.

The line-up of cars registered was as varied as ever (which in 1/32 seems to be the rule). Everything from KcKee to Mantis. Somehow, the cars always looked ready for concours, all of them. Rodriguez once again took concours and with a rather aged Gulf blue Mirage, his regular club car for the past season.

The consie brought Eric Hahn, Charles Bottjer, Dan Bianchi and Bill Taylor to the starting line and they were off and running with Taylor racking up a hot 25 in the first segment. Bottjer took the next segment with an even 50 and the third segment was all Bottjer's again. But the last segment tells the story and when laps were totaled wild man Bill Taylor had taken it. In second was

NAMRA RACE REPORT

THE 1/32 SCALE REGIONAL
RACE PROVED TO BE
A REAL BRAWL.

Dan Bianchi for his first NAMRA trophy. Third went to Charles Bottjer, and poor Eric Hahn, who had an off day, brought in the last place.

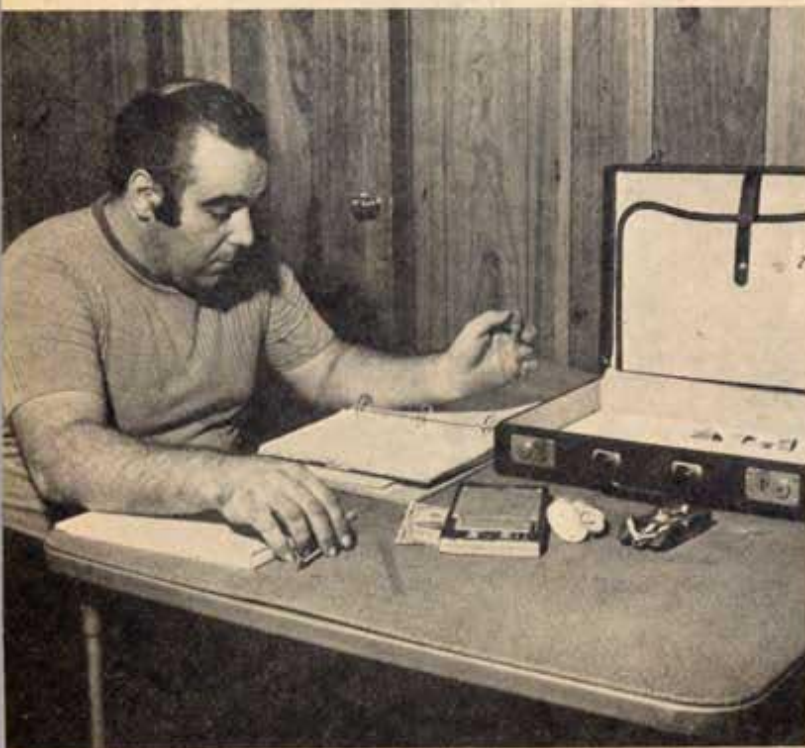
The second batch of cars brought up for the semi had concours winner Rodriguez with his Mirage, Ed Benardella with his Ferrari 612, Pete McCarthy and his Elfin, and Hasbrouck with a McLaren. Rodriguez felt confident, this being his regular Tuesday night club course, and the car his regular club car. And everything was feeling right except for having been known to give Rodriguez fits all season with their driving.

Rodriguez managed to take the first heat, with two over second place man McCarthy. Third in was Hasbrouck, Benardella fourth.

The second segment saw Rodriguez not only maintain his lead, but actually open it up. This being the case, he now had to endure the jibes of his fellow club members. McCarthy still held second and Hasbrouck and Benardella stayed where they were.

The third segment saw a change come over the leader. He was shutting off much earlier, and coasting into the turns, and the old blue Mirage didn't seem to have the jump out of the turns it had had during the first half of the event. Everything indicated loss of brakes, plus just plain motor trouble. With the lead being cut, Rodriguez pitted, took one look at the car and decided it was brush trouble. They were hanging up. Two or three blips in reverse helped only for a few more laps and the car pitted again. This time Rodriguez, who is usually very gentle with his machinery, gave it a rap against the side of the track to free the brushes. It did, and he roared off still in the lead to wrap up the third segment.

The fourth one came all too soon and the same motor trouble that plagued Rodriguez was back. Now the choice was to try and limp home with what was left, and there might be enough of a lead to take it, or take the time to pit again (and this might be too costly if it didn't improve the trouble). He decided to keep running and he did, slower and slower with McCarthy really breathing on his neck now. With only five laps to go,



Frank Bianchi, opening registration (and we think looking for the specs on a Mantis).



Some pre-race activity in the over-congested pit area.

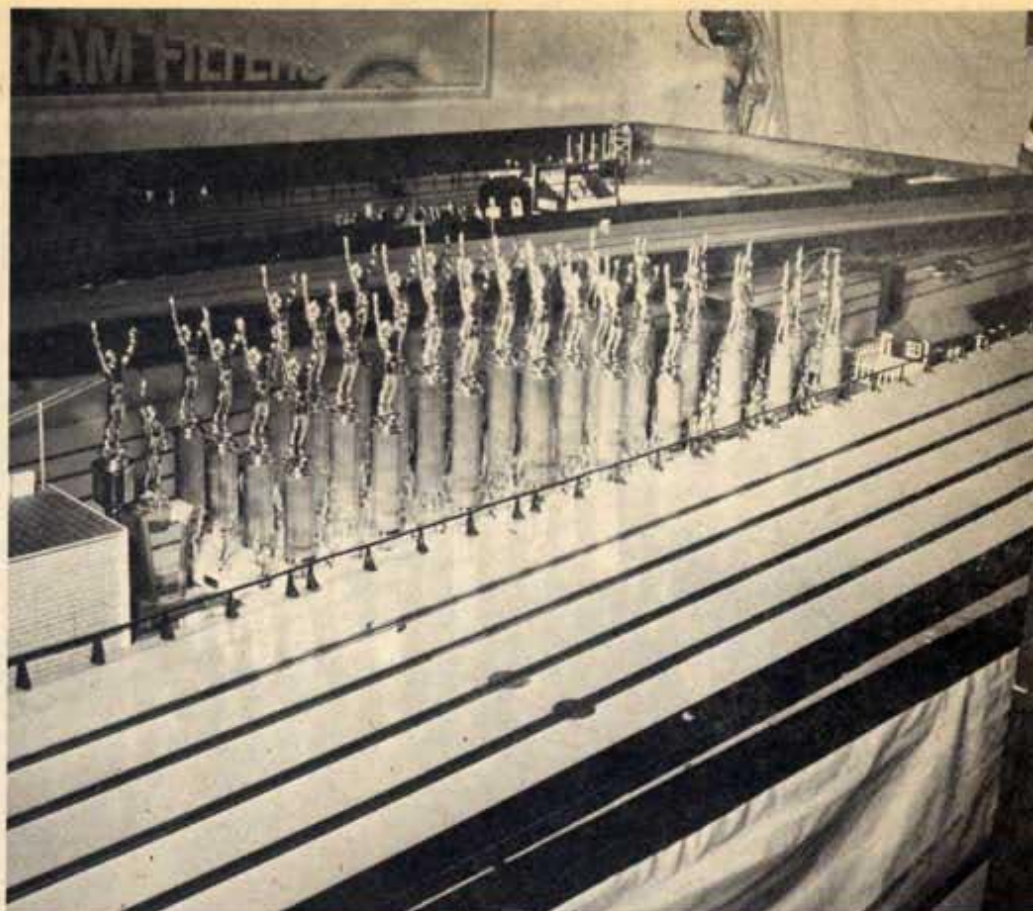
McCarthy had made up all but two laps and unless the blue Mirage stopped, Rodriguez knew he couldn't be caught. And he wasn't. Final score for the semi, Rodriguez first, McCarthy second, Benardella third and Hasbrouck fourth.

Now, the big one, the Main, the one that had been the biggest question mark all evening. Three sidewinders against one inline. Charles Cressi, who knew the track better than anyone else, had chosen to go with a tried inline chassis that not only handled as well as most of the sidewinders but seemed almost to outrake most of them. Frank Bianchi, who was counting on this one to give his point standing a real boost, was running his original sidewinder design that appeared in this magazine some months ago as a construction article. By now Frank had the chassis completely debugged and fine tuned. Filling in the other two slots were Don Peluso, a threat all year long, and Chuck Hansen, who is always ready with a fast car. Right off the line, Bianchi set the pace and made Cressi follow the lead. Bianchi pocketed the first segment with a very hot 25, Cressi working hard for a close second (and 24), and both Peluso and Hansen tying with a 21. The second segment saw Bianchi do it again with exactly the same kind of lead for a 50, over second place Cressi and his 49. Hansen moved into third with a 43 and Peluso fourth with 40. The third segment saw Bianchi experience some sort of handling problems, but still manage to bring in a 75 over Cressi's 73. Hansen held third with a 56 that was good by 10 over Peluso.

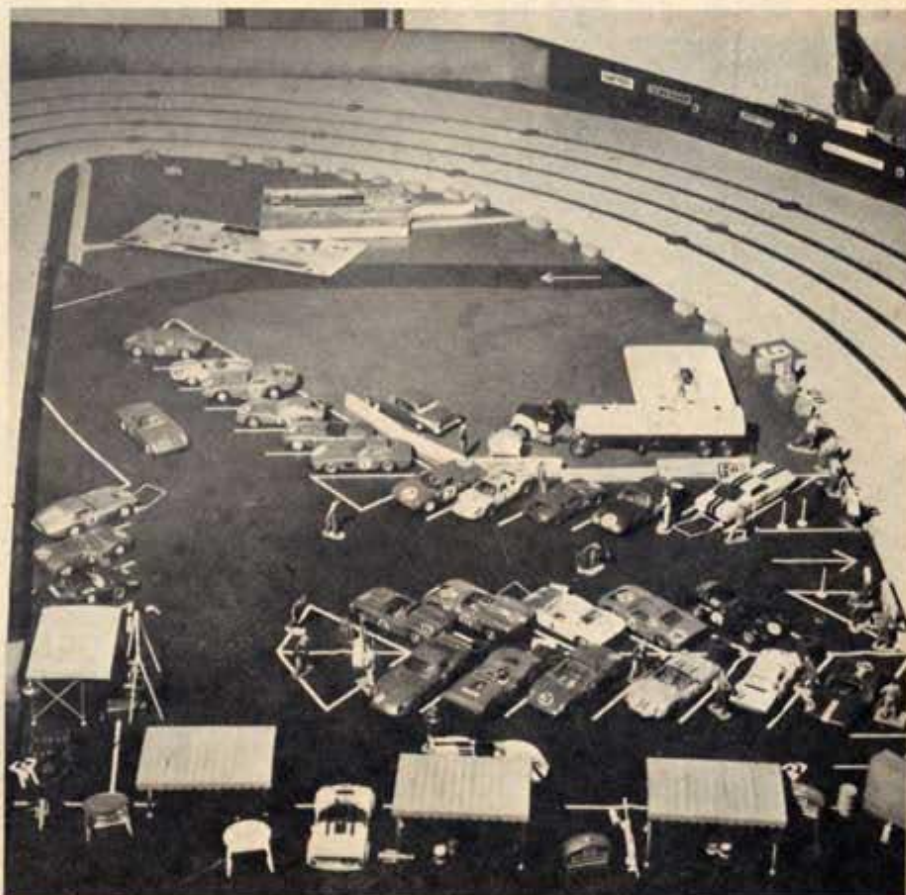
And now the fourth and last segment. Bianchi, with victory in sight, really started to have his hands full with handling. Cressi, always ready to move in, was there and driving like no man has a right to. At this point, had all things been equal, Cressi could not have made it up let alone win. The Bianchi car is acutally that much better through the turns. But this was not to be. Bianchi's problem was one he had experienced before but had forgotten. His sidewinder was a tire eater, and he was just plain out of rubber on the gear side, making his car run on the gear through half the turns. Cressi with his inline, closed the gap and took the lead over Bianchi. By now the first two place cars were so far ahead of third and fourth that there were two separate races going on.

Bianchi's car, at the halfway mark of this segment, became so hard to drive that he just about threw it into the turns and hoped. This did not work, however, and so he was forced to watch the lead and the race go to Cressi and his old inline.

Final score: Cressi first, Bianchi second, Hansen third Peluso fourth. Next event, the final one of the season, the Nationals, and Bianchi goes into it with a point lead.



The ever lovin MCS hardware, awaiting trophy time.



The paddock with the static stuff.



The pits, with some of the animated stuff.



Scorekeeper Nick Peluso.

62/Model Car Science



Watching can be harder than racing.

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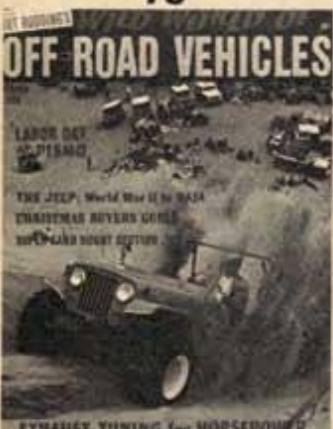
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THE AMERICAN COLLECTOR

By David Sinclair

When it comes to detail and other realism, Rio of Italy is without peer. While Solido of France builds very fine classics in their "Golden Age" series, they use only half the parts Rio puts into their models.

Every Rio is built up of from 40 to 85 individual parts, all hand assembled at the factory in models averaging only 3½" in length. Every detail is there: real lenses in the tiny headlights; flexible tubing from the steering wheel to the horn trumpet; little coach lamps; leather straps to hold down the hoods and folded tops; cranks; even latches on the battery boxes! You can even read the medallions on the radiators. Rio doesn't cheat on under-chassis detail, either. You will find crankcase, flywheel, gas tank, exhaust and mufflers, all there. Even the treads on the tires are authentic. All these are rea-

sons, of course, why these masterpieces in miniature are surely destined to become valuable heirlooms of tomorrow.

Newcomers to the hobby of collecting die-cast cars never fail to marvel at the fact that these miniatures from Como, Italy can be purchased for a mere \$4.95 to \$5.95, with the exception of three numbers which retail at \$6.95.

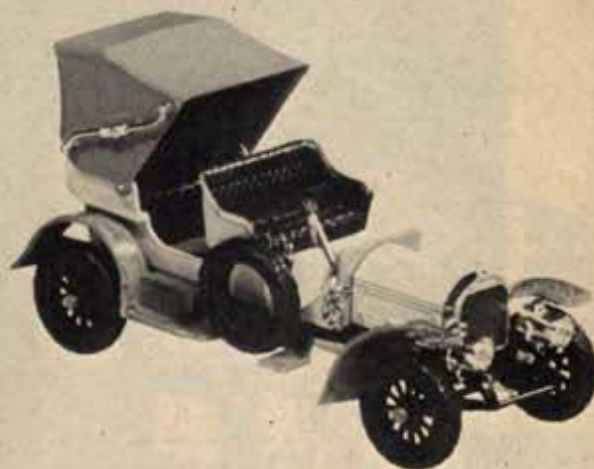
Pictured here are only a few of the Rio line which now includes 44 different numbers. The Fiat 12 h.p. 1902 (Rio No. 26) is an open touring car with brown body, yellow wheels and dark blue upholstery. Trim is brass. The 1905 24 h.p. Fiat Limousine (Rio No. 27) is green with red wheels and roof. Again the trim is brass and the car has a chain transmission. The 1901 Fiat 8 h.p. (Rio No. 31) is a little

black and white roadster with a "mother-in-law seat" out in back. The single headlight and other trim is chrome on this model. The 1908 Fiat 18/24 h.p. Landaulet (Rio No. 38) is a colorfully painted model with body in yellow with red band under the rear door window, red wheels, dark blue hood and fenders and black top. Brass trim and a fancy luggage rack on top.

Almost a third of the models currently made by Rio are vintage Fiats, but there are other marques represented, including the American made Chalmers-Detroit of 1909 and the 1941 Lincoln Continental, available either with top up or down. Pictured on this page you'll find the big Bianchi 1905 Landaulet (Rio No. 28), one of my personal favorites. This model has a blue body with black fenders and black enclosed rear compartment,



MERCEDES 70 H.P. SIX CYLINDER (1908) NO. 33



MERCEDES "SIMPLEX" (1902) NO. 29

while the front seat is covered with a white soft top giving the car an appearance of having combined a closed car with an early roadster. The little coach lamps mounted between the front and rear seats and all the other trim is brass, and a leather strap holds the hood secure.

Rio likes the Mercedes too, and offers five of them. Their No. 29 is the famous 1902 Mercedes "Simplex." This model is yellow with brown fenders and convertible top. The trim is brass. There is a bulb mounted between the spokes of the steering wheel and from it flexible brass tubing twists around the steering wheel post and down to the horn trumpet. The spare tire is mounted on the right side and the diamond treads on the rubber tires are authentic, as usual.

Rio's latest Mercedes is the 1908 70 h.p. six cylinder limousine (Rio No. 33). I like this one for its trunks strapped on top and rear are reminiscent of old photographs we've all seen of what was involved in taking long distance trips in the early days of motoring (before spacious trunks were built into the bodies of automobiles). This model is red, with wood colored spoke wheels. The trunk on the rear is green and those on the roof, olive. Trim is chrome.

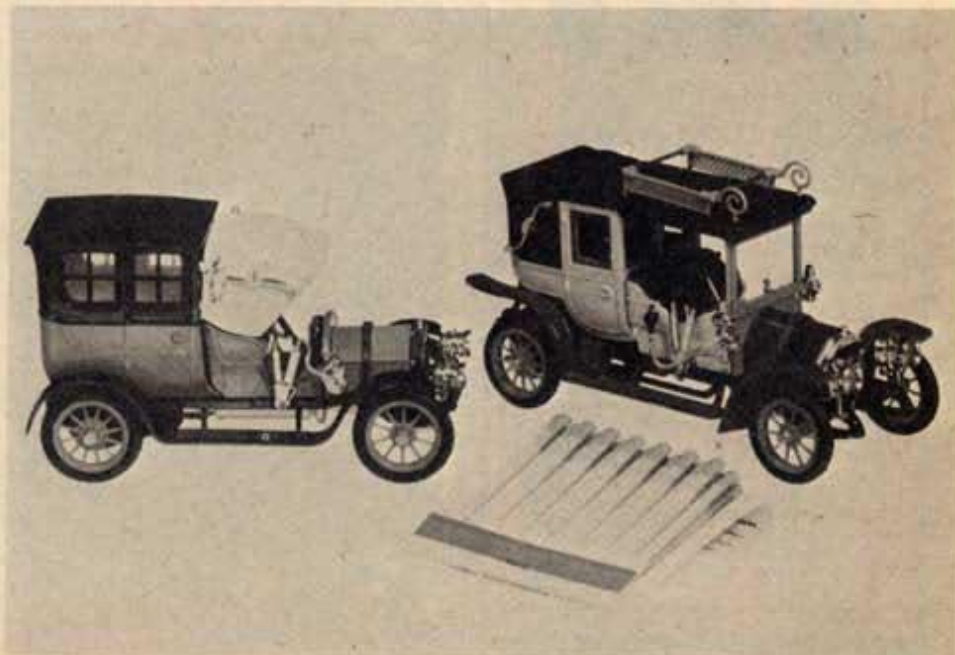
As you read this column I'll be in Milan, Italy and Nurnberg, Germany at the Trade Fairs, to look over all the "goodies" the manufacturers will be unveiling for release in 1970. I'll see Rio's Duesenberg (don't know yet which model they chose) and probably Pocher's third "super kit," which is going to be a Bugatti. When I last had a letter from Signor Muratore, just before writing this column, he didn't know which model Bugatti it would be, so I hope they'll have a prototype ready in time for the show.

The most exciting news of all, however, is the 1/12 scale Mercedes SSKL, being hand-built in limited production in Switzerland. The model will be of hand-painted metal and brass and will be very heavy and solid, although very finely detailed. It will be mounted in its own display case in such a way that it will have working suspension and steering. The hood can be opened to view the engine and the body can be removed with screws to show all the particulars of the frame. There are no plans to offer this model in kit form so it will be rather expensive (probably about \$500). But think of the thrill and pride of ownership of having a model owned by only a few other people in all the world! Actually, it's not an exorbitant price, for models of this calibre, custom-built to order, generally cost \$1000 to \$3000, or even more. The Swiss firm also plans a Type 59 Bugatti, in brass, later.

Of course I'll be writing the full report of my trip for *Model Car Science* and will have photos of the new models mentioned as well as others I'll see in Europe.



FIAT 12 H.P. (1902) NO. 126 (left)
FIAT 24 H.P. (1905) NO. 27 (center)
FIAT 8 H.P. (1901) NO. 31 (right)



BIANCHI LANDAULET (1905) NO. 28 (left)
FIAT 18/24 H.P. (1908) NO. 38 (right)

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continued from page 59

That way you don't have to buy a rewind later on. After that you can add some super magnets, which is the best definite move. Now you can get fancy. Almost everything you put on your car after what I've already mentioned will add only a little speed. Of course all of them combined might make a noticeable difference. I'm talking about silver plated parts, special front wheel sets, chassis modifications, a lighter body, brass bearings, friction reducing pick-ups, high performance commutator brushes, lightened gears, and so on. That should give some of you an idea on where your money should be going to get results, like a fast car, not just an expensive one.

The second most popular type of letter I get is the "where can I get it?" kind. In addition to Hobby House, whose address I mentioned a few paragraphs back, I like Auto World. AW has everything from an improvement kit for the Aurora MK. II hand control (.89) to their latest gem, the "Swivel-Loc" guide shoe (\$.29) and awful lot of stuff in between. Write to Auto World, 701 N. Keyser Ave., Dept. MCS, Scranton, Pa. 18508. Other than these two places, try looking at some of the advertisements listed on the pages of this magazine. That's why they're there.

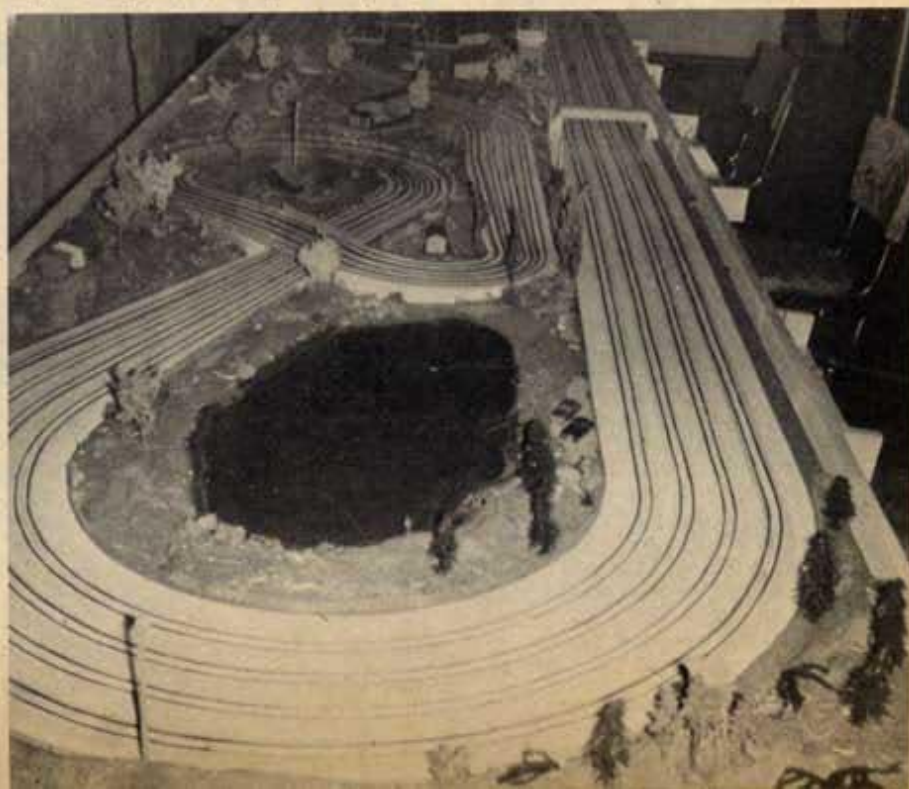
A while ago I mentioned the HO tire war. I'm happy to report that it's still going strong. Everybody is getting into the act. All at once LaGanke released the ¼" wide silicone "Tiger Boots" and AJs their ¼" silicone and sponge tires. Then Hobby House brought out the new "low profile" Can-Ams. Now it's AJ's again, this time with 3/16" silicones on set screw hubs (at an unreal \$1.79, I might add) with sponge tires on s.s. hubs on the way. Champion has been in for quite a

while, but rumors of a new tire from them are floating around. To make their sponge tires, or anybody's sponge tires, really grab, AJs has come up with "Traction Plus." The stuff is red in color, is said to have a petroleum base, and does not appear to affect track surfaces. It should be tried to be believed. It makes the tires so sticky that the car is almost glued to the track! And this was with very little being used. I think best results might be obtained by thinning it out with some other, and less sticky, type of tire compound. One interesting note here. Being a petroleum base liquid, AJs "Traction Plus" can actually be used as a lubricant! And I can truthfully say I put some on my car and it still ran. I almost expected it to lock up and just stay there. "Traction Plus" can be had in little handy ½ ounce bottles for \$.49.

Track of the Month

This month's winner is Glenn Yancoskie, 109 Sarah Street, McKees Rocks, Pa. Glenn says the layout is hand routed, and that it took him two months to build it. Lap length is a scale mile, and every square inch of the board has scenery. The layout, which has lights for night racing, is the scene for many of the HORRA's club races. Good work, Glenn! Your subscription should arrive within 90 days.

As a final word, let me say I'd like to hear from anybody out there who has anything to say. Drag racers, this includes you! I'm very interested in hearing what type of rules some of the drag clubs are running, especially anybody who is using the National Hot Rod Association's rules as a guideline. Write!





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